

LIFE

EPIC VOYAGE OF 'NAUTILUS': THE CREW'S OWN STORY

PLUS 12 COLOR PAGES ON
AWESOME LOOK OF UNDERSEA WARFARE



COMMANDER ANDERSON
AND HIS 'NAUTILUS'

SEPTEMBER 1, 1958

25 CENTS

"Any cereal helps you avoid 'mid-morning letdown'
... as long as it's
Post Grape-Nuts Flakes"



Special Delivery—a whole morning's worth of energy from your Post Grape-Nuts Flakes breakfast. No mid-morning letdown. And you'll love that delicious, different Grape-Nuts flavor. Get a box.



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Only Bufferin[®] gives you these 3 important pain relief benefits



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1 Bufferin acts twice as fast as straight aspirin for millions, even faster for many! Because Bufferin uses the finest quality aspirin, adds Di-Alminate*—an exclusive combination of two antacids that rush the pain reliever into the blood stream where it *must* go to relieve pain. And...

*Bristol-Myers' brand of aluminum glycinate and magnesium carbonate

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†Aspirin's chemical name is acetylsalicylic acid

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This One



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PLANNING PLUS POUNCING AND HOW IT PAYS OFF



NAUTILUS' ANDERSON



SKATE'S CALVERT

Every issue of LIFE displays a combination of long-range planning—notably in color, which must go to press far in advance of black and white—and opportunism. This week in two separate worlds—military affairs and fashion—late developments produced dimensions which added greatly to the depth and timeliness of articles on these subjects.

To provide the first full look at the awesome new realm of undersea warfare, LIFE began planning its color essay (p. 42) a year ago. From Connecticut to California to Cuba five photographers and two correspondents worked nearly five months. One team became the first to cross the Atlantic under water, aboard the *Skate*, and two others went out of a submarine in aqualungs. Six weeks ago the completed story was scheduled for this issue.

Then the atomic submarine *Nautilus* radioed the news of her under-ice voyage over the North Pole and dramatically illustrated the point of LIFE's essay. To get the first-person story of her epic trip two LIFE men boarded the sub as she neared England. When she docked 22 more TIME-LIFE reporters began to interview the crew. Their reports gave LIFE Writer Paul O'Neill a running start for his stirring story of the *Nautilus'* voyage and the men and methods that made it possible (p. 57).

For the above-water fashion world LIFE scheduled a color essay on well-dressed women in the smaller cities (starting on p. 80). It turned out, after the color went to press, that the newly released sackless fashions from Paris (pp. 78, 79) had been in large part anticipated by popular U.S. designers.

COVER

Commander William Anderson stands before the bridge of his atomic-powered submarine, *Nautilus*, after the historic subpolar crossing (see story of crew on pp. 57-72)

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A DIOR ON A U.S. FARM

**A TOAST
TO THOSE WHO KEEP
THE WHEELS TURNING
ON LABOR DAY**



To doctors, busy on their rounds;
Pitchers, standing on their mounds;
Cabbies, cruising with their flags up;
Bellhops, toting heavy bags up;
Hotel clerks; motel clerks;
"Boats and bait" men; railroad gatemen;

To men who sell gas on the well-traveled highways;
Men who drive buses down picturesque byways;
Rag-snapping bootblacks, buffing up shines;
Phone operators, holding the lines;
Soda jerkers; powerhouse workers;
Coast Guard and Navy on stormy and calmer seas;
Druggists, at work in their bustling pharmacies;

To rodeo wranglers; traffic untanglers;
Dispatchers of wires; commercial line fliers;
TV announcers who call off the scores;
Lifeguards on beaches, patrolling the shores;
White-aproned bakers, making rolls;
Parkway employees, taking tolls;

To chefs on diners and ocean liners;
GI's on post, from coast to coast;
Men who vend ice cream bars;
Men who tend friendly bars;
Baby sitters, amusing the young ones;
Other heroes, renowned and unsung ones;

To all, the thanks they so richly deserve,
Here's a toast, coast-to-coast, of Calvert Reserve!

Calvert RESERVE
CLEAR HEADS AGREE IT'S BETTER

This holiday toast is an honored tradition with the distillers of Calvert Reserve. We'd like to salute everyone who labors on Labor Day. If you're on the job this Labor Day, and your occupation is not mentioned here, please let us know. Write: Calvert Reserve, Dept. WH, 375 Park Ave., N. Y. 22, N. Y.



Whether you are dashing across town or flying cross-country you can always feel sure of being well-dressed in Hart Schaffner & Marx clothes. They are distinctive and in perfect taste. They are made in a wide selection of fabrics ranging from the quiet tones so popular today to brighter fabrics, rich in color and design. Here is one of the new notes—muted stripes...shadowy, quiet and handsome.



Suit shown is faultlessly tailored in the famous slim, trim "Trend" model perfected by HS&M. See Hunt & Winterbotham British flannel, or HS&M's own American classic, the Eton Flannel suit. Muted stripes also in wide variety of worsteds.

HART SCHAFFNER & MARX

THE NAME THAT MEANS SO MUCH TO SO MANY WELL-DRESSED MEN



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CUSTOM-FITTED
PLASTIC SLIPCOVER
with each piece

And each cushion is separately covered in true custom style! Regular prices (if you had these covers custom-fit in your home): \$15.00 for a chair; \$25.00 for a sofa; \$90.00 for a 4-pc. sectional. With your "Showpiece" Furniture, they're **FREE!**

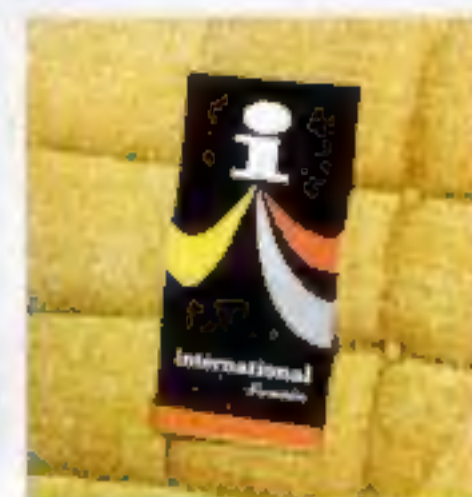
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- tailored to fit perfectly



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"SHOWPIECE" FURNITURE
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For a world of comfort . . .
look for this International label



Sumptuous tufting! Nylon upholstery! Priced dramatically low for furniture of this quality! This is truly "Showpiece" Furniture. Rich, lavish . . . elegant in every detail. But what will the kids do to it? Don't worry. Examine this furniture, and you'll see it was built for wear. With International's Sturdi-Lux spring base construction, and upholstery of beautiful, dutiful nylon. In addition, each piece is carefully fitted with a durable plastic slipcover.

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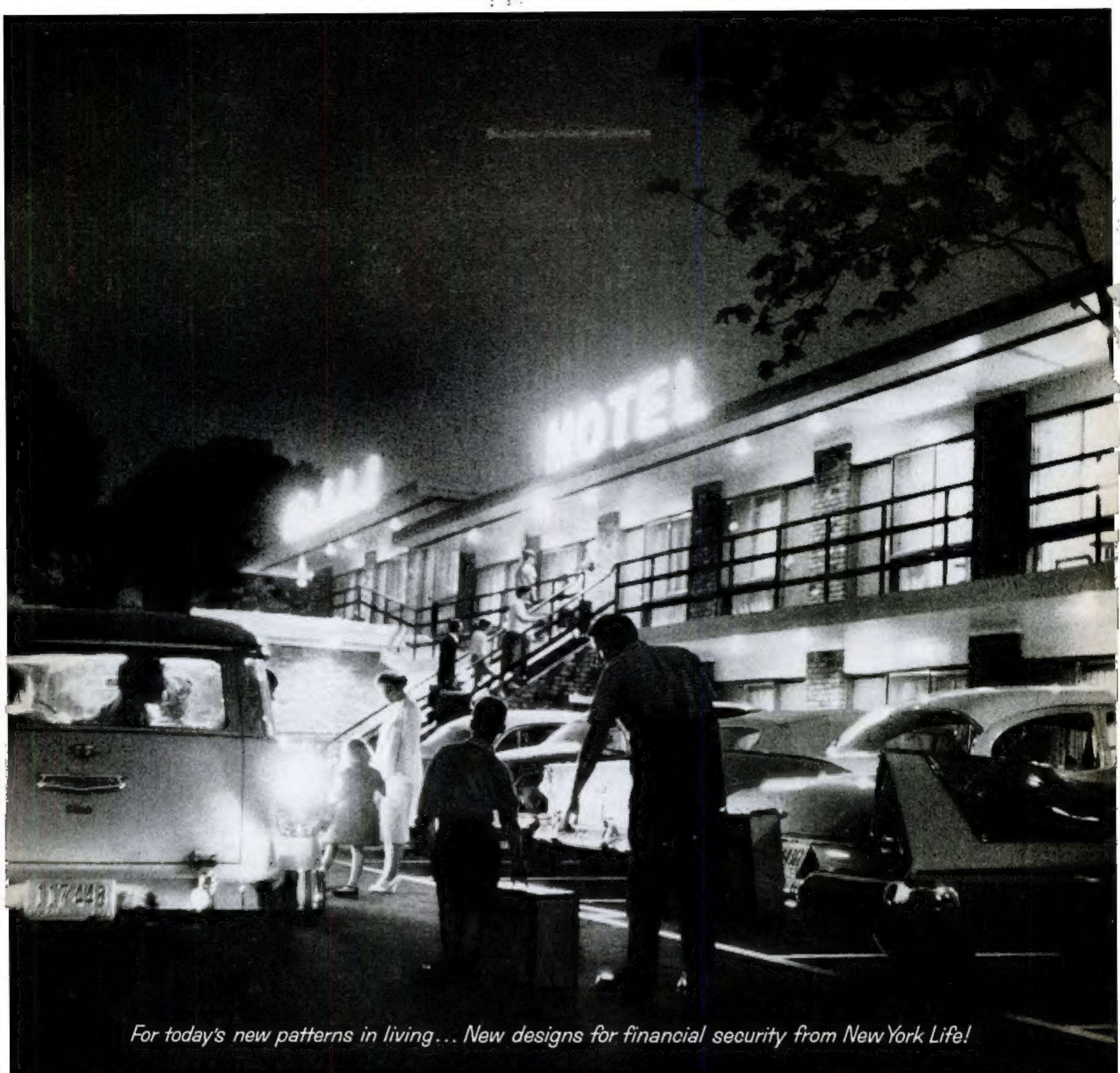


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AS BUFFALO BILL Cooper sports dashing headpiece, "forefather," he says, "of the 10-gallon hat."

Hatful of Heroes by Gary

The famous man who manages to look like a lot of other famous men in these pictures is Gary Cooper who started life as a cowboy or, as he calls it, a brush popper. Recently, while posing for posters for his latest movie, a Walter Mirisch Production called *Man of the West*, he began trying on cowboy hats and wound up recreating a lot of Western faces and the story of what history had done to the Western hat. "A real cowpoke," says Cooper, "wore a hat that was the best money could buy. He would sell or pawn almost anything he owned. But his hat he expected to be buried in."



AS DRUGSTORE COWBOY he wears roll brim, "worn by people who don't know better," says Gary.



SPEAKING OF PICTURES



AS WILLIAM S. HART he models conservative style still worn by Rangers and Canadian Mounties.



AS WILD BILL HICKOK he wears dark expensive wide brim once widely used in the Southwest.



← "LATEST HOT FLASH," says Gary in Presley pose, "doesn't seem to wear a hat—just a guitar."

AS WYATT EARP he wears hat northern cowboys spent \$60 for—and expected to last 30 years.

LETTERS TO THE EDITORS

THE NEW-FOUND JOYS OF BEAUTY

Sirs:

Your story, "The New-found Joys of Beauty" (LIFE, Aug. 11), accepts the assumption that if you have looks and boyfriends, you've "got it made." What's going to happen when teen-agers with that attitude become the citizens of tomorrow?

M. A. McCULLAUGH

Seattle, Wash.

Sirs:

You could do a great service to many misguided teen-age girls by publishing an article on the greater joys of acquiring knowledge and thereby discovering the fun of being intelligent.

R. PATRICIA SINGER

Brookline, Mass.

Sirs:

Orchids to LIFE for digging up a pretty new face and an unharkeyed cover. If I were 10 years younger and 10 years less a cynic, I'd join the stampede to Larchmont and the line which is surely forming at the Trompeter door.

NORMAN G. LINCOLN

Springfield, Ohio

Sirs:

I was delighted to read about my former 8th grade pupil Bonnie Trompeter. She is a charming girl. And might I add, she is as brilliant as she is beautiful.

JOAN MANOLSE THOMAS

Ringhinton, N.Y.

Sirs:

I'm pretty, I'm 14—but I'm not particularly joyful. Should I be?

M. SCHMIDT

Milwaukee, Wis.

A ROCKEFELLER GETS READY

Sirs:

Picturing Nelson Rockefeller motoring around in a Model A Ford wearing tattered blue jeans ("A Rockefeller Gets Ready," LIFE, Aug. 11) seems tantamount to robing the golden calf in monk's cloth.

Mr. Rockefeller is to be congratulated for not progressing into the role of an international playboy. He seemingly aspires to a public life of usefulness. To attain his goal he may rightfully employ his famous family name, his money and whatever personal talents God has seen fitting to bestow upon him. To do so is our democratic way of life. May it always remain so.

CLYDE P. BOWLING

Bluefield, W. Va.

Sirs:

Nelson Rockefeller's remark about his enjoying his grandchildren when they're old enough to communicate was a courageous statement. Such candor lifts him above the level of the dreary baby-kissing politician

who has become as much a part of the American scene as congressional exposés.

ROBERT O'BRIEN

El Paso, Texas

Sirs:

As a member of the Detroit chapter of the Model "A" Restorers Club, I could not help noticing Rockefeller's "1933 Ford." If I am not mistaken, the car is actually a 1930 or 1931 Model "A." The car appears to have a vacuum type windshield wiper which would indicate that it was built between June 1930 and October 1931.

STEWART A. MURRAY

Detroit, Mich.

● "It's a 1931 Model A, all right," says Mr. Rockefeller. "I bought it from my brother David in 1933. It still runs beautifully."—ED.



ROCKEFELLER AND HIS 1931 MODEL A

SPACE STRATEGY AND U.S. DEFENSE

Sirs:

The penetrating analysis of our military problems by Lieut. General James M. Gavin ("Space Strategy and U.S. Defense: a Prophecy," LIFE, Aug. 11) will prove to be one of your most important contributions. General Gavin's decisive spirit and keen foresight are exemplary of the leadership qualities in the men produced by the U.S. Army. One wonders when such men are reduced to the role of mere observers, simply because they were not as adept in the field of politics as on the field of battle.

JOHN O. HUNTER

Buffalo, N.Y.

Sirs:

General Gavin would have the reader believe that the vast majority of the people who run our government and Armed Forces are complete idiots. This man who quit his job because the higher ups didn't agree with him would have us believe that he has all the answers concerning the present and the future. Some of his original suggestions sound surprisingly like projects already in the works.

WILLIAM K. HARRISON

Livonia, Mich.

THE MAGIC OF COLOR IN MOTION

Sirs:

Photographer Haas ought to have his eyes tested if he thinks that nature is a series of blurs ("The Magic of Color in Motion," LIFE, Aug. 11). Picasso Haas has a distorted view, a healthy imagination, and a flair for occupying a major portion of a major magazine

NAT FEINBERG

Allentown, Pa.

Sirs:

I was truly fascinated with the superb photographs. Ernst Haas has certainly captured motion, not as an artist sees it and puts it down for us—but as we all see it in reality. This man is a genius.

HELEN LEUCK

Reseda, Calif.

Sirs:

And here all these years I have been throwing away all my double exposures and out-of-focus shots.

JAMES R. ARMSTRONG

Ladysmith, Wis.

EDITORIAL

Sirs:

I should like to compliment you on your editorial on "The Value of Zealousness" (LIFE, Aug. 11). One is heartened to read at last, in a publication as influential

as LIFE, an indictment of "a society whose ideas and opinions are progressively more homogeneous."

MICHAEL OSSAR

Upper Darby, Pa.

Sirs:

Won't we ever learn that a man does not have to die, resign or be court-martialed in order to have his opinions given the attention they deserve? Must the middle, the norm, the "best-modulated" always reign?

MARY SCOTT BARRINGER

New York, N.Y.

A SPUR TO MASSIVE RESISTANCE

Sirs:

Harry Ashmore in his article, "A Spur to Massive Resistance in South" (LIFE, Aug. 11), has displayed once again his mastery of the written word and a remarkable ability to strike through to the very heart of an issue.

The right to question the judgment and policies of our leaders is an integral part of our democratic system but to disregard the laws enacted by them is to take an unmistakable step toward anarchy.

JAMES T. DIFFIN

Falls Church, Va.

Sirs:

You gave Harry Ashmore a hard job trying to discredit the Faubus victory. That segregation was not the issue in tommyrot. The point is that Faubus did something about it.

GEORGE J. RAWLINS

Islamorada, Fla.

A BOOMING SOUND OF: CLICK!

Sirs:

Your picture story on U.S. shutterbugs ("A Booming Sound of: Click!", LIFE, Aug. 11) really hit home in our home. There are many more cameras than people in our house . . . and we are five altogether. Thank you for showing that the whole country is full of others just like us.

SUSAN DENFOR

Flushing, N.Y.

WORLD'S WEEK

Sirs:

In your story on Wayne Powers ("A Celebrated Deserter Gets 10 Years," LIFE, Aug. 11) you said that his sentence might be reduced. This has been done by the Army and Powers is now serving six months at hard labor.

LYNNIA FENNING

New York, N.Y.

VOLKSWAGEN, GO HOME

Sirs:

The expression "Volkswagen Go Home!" (LIFE, July 28) was a brainchild of one of my regular contributors, Elmer Reilly. It was first printed in my column with credit to him in September 1957.

Mr. Reilly is a businessman who indulges in these flights of humorous writing as a hobby and is indeed most creative. I would like him to get further credit for choosing, from the two languages, three words which so graphically pictured the Detroit plight.

EARL WILSON

New York, N.Y.

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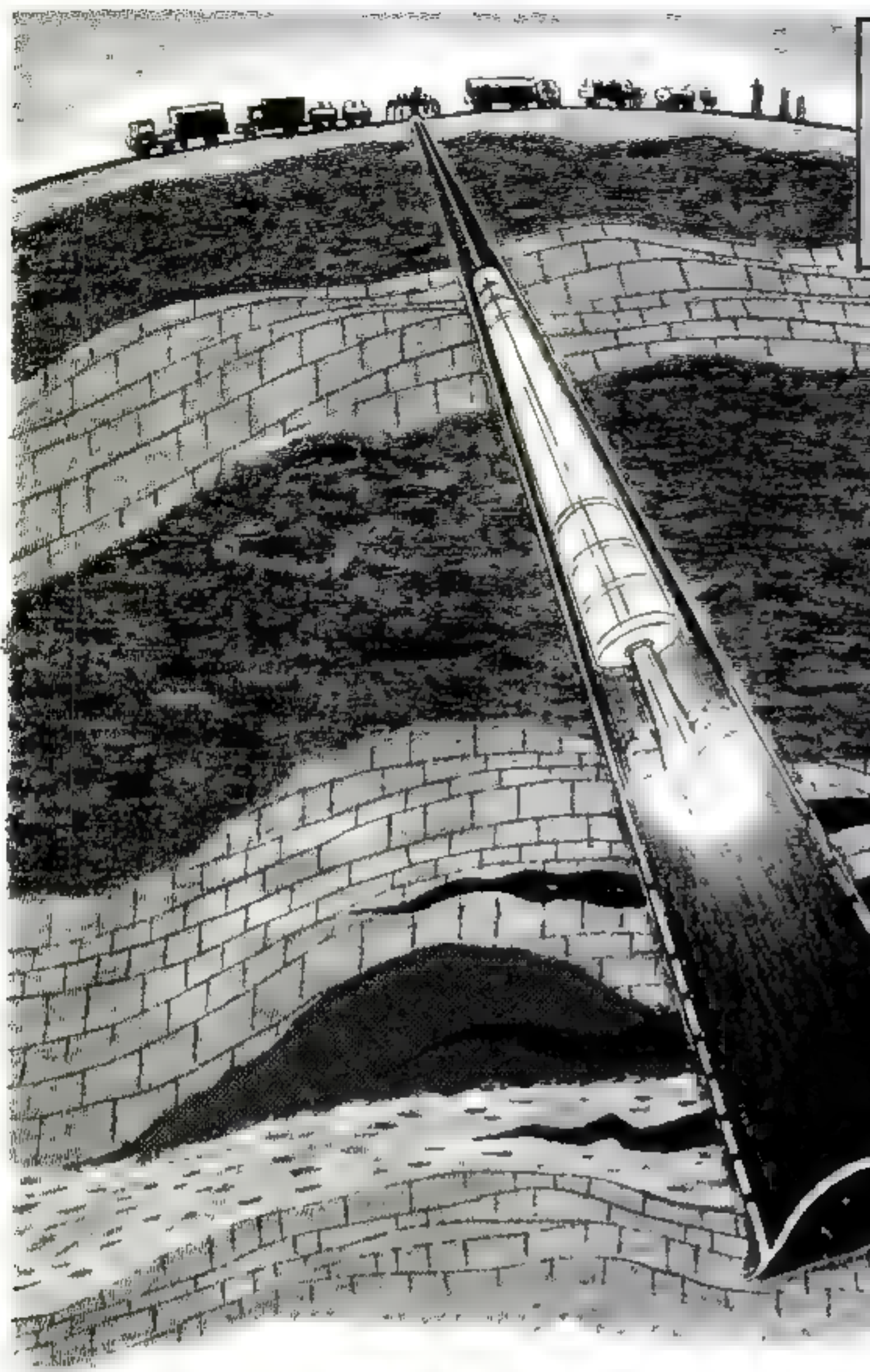
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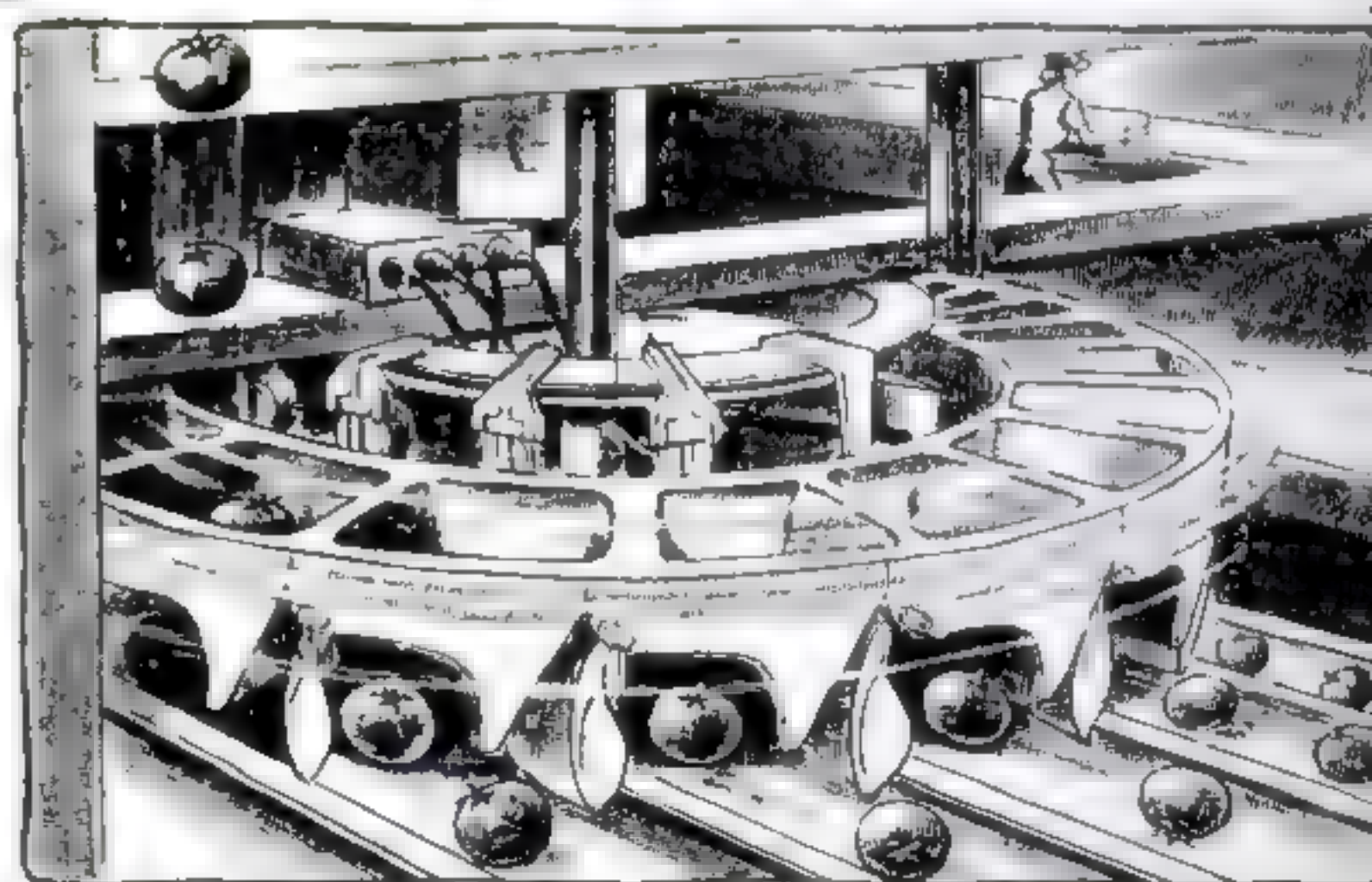
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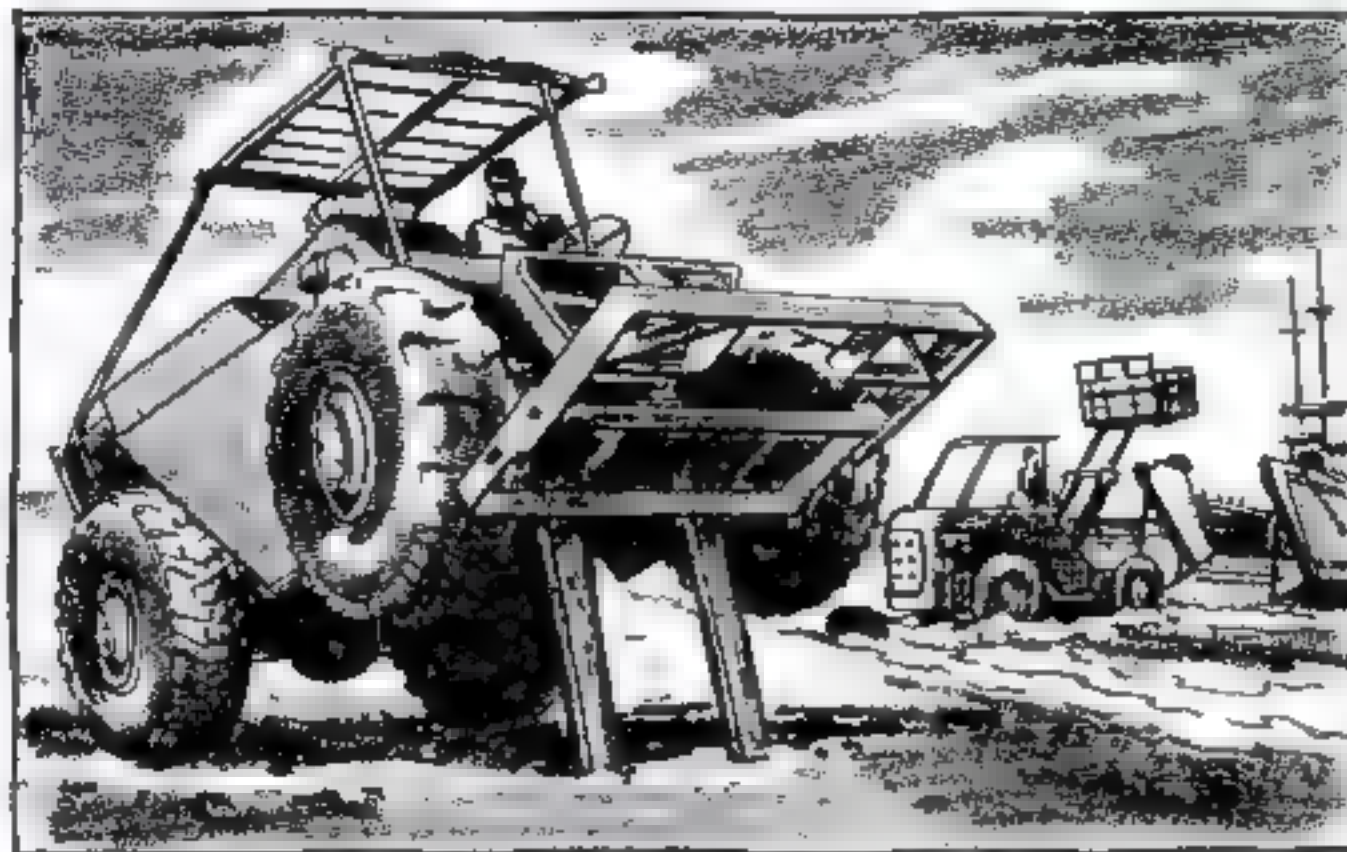
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T.M.

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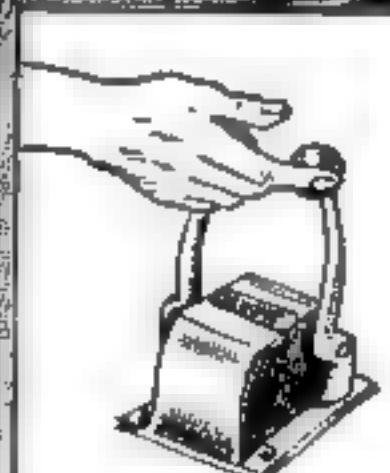
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HANDSOME AND THEN SOME—THE IVY LOOK. The look of the year, the buy of the year! Ivy styled slacks in handsome, hardy cottons that keep a guy neat every day of the week. Well tailored with a lean look, a really good fit. Polished cottons, twills, rayon fannes in stripes and solids—all washable—outstandingly low priced! Girls' pedal pushers \$3.95; Jeanie blouse \$1.98. At popular stores everywhere.

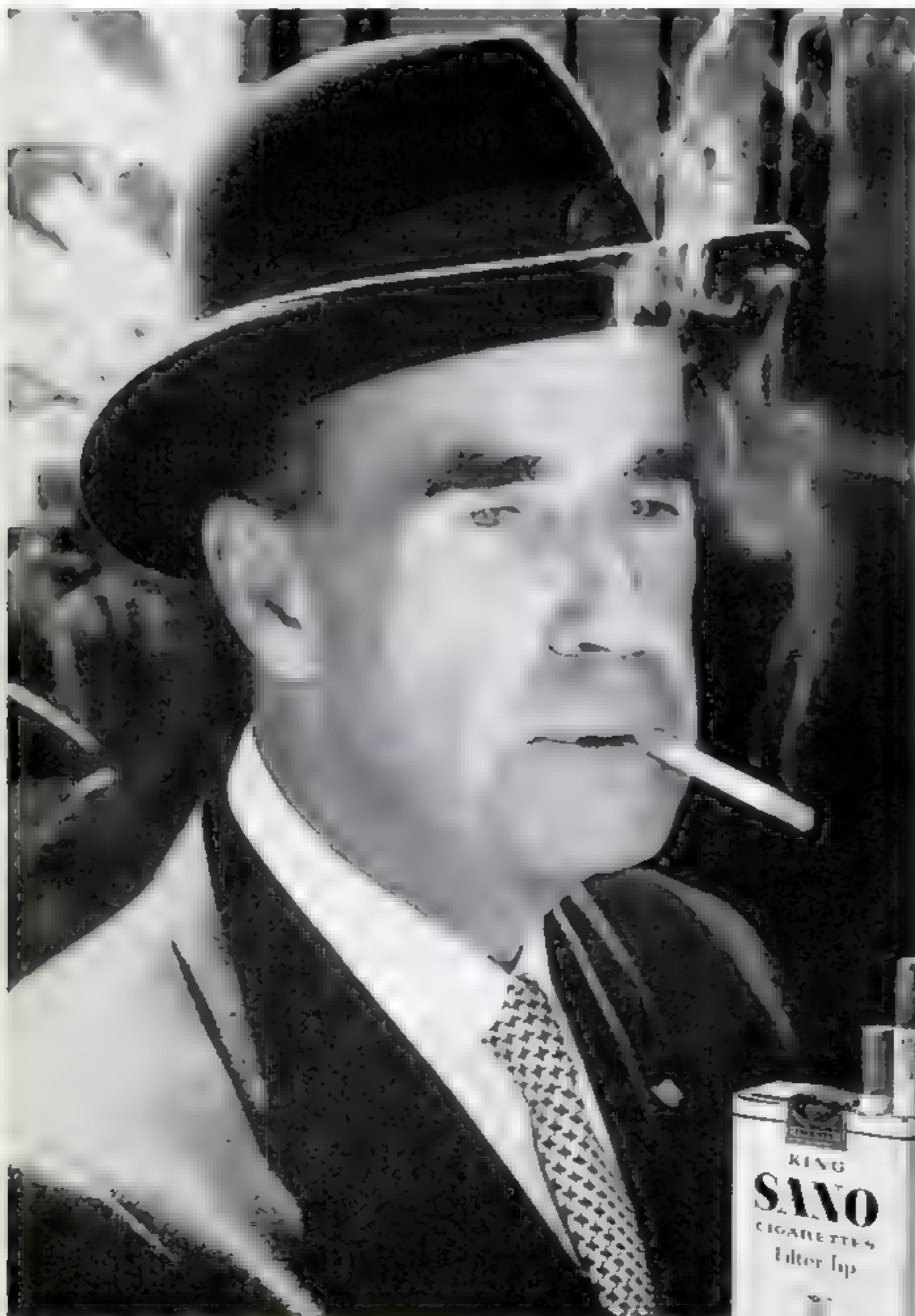
BLUE BELL

Clothes for a the family

The world leader in nicotine and tar reduction, United States Tobacco Co., now announces an achievement of compelling import. A new advanced reduction of tars and nicotine which softens the smoke, achieving the highest total performance of any cigarette today. Here is startling news for every thoughtful smoker.

Announcing New *"soft smoke"* King Sano

*Reduces nicotine 50%...cuts tars 26% below
any other cigarette....and that is the truth!*



*"In these tense times," says former diplomat John S. Young,
"many of the most active men I know who have great
responsibilities are smoking this new cigarette."*

If you are serious about cutting down on nicotine and tars, here is *real news for you!*

United States Tobacco scientists have created a new King Sano cigarette which *reduces nicotine and tars substantially below all other cigarettes today*—leading, non-leading, filter, non-filter—and *that is the truth!*

Now for the first time, you get filtering so advanced that you can actually taste the difference in a fresh, new "softer smoke"!

New Advanced Process filters both the tobacco and the smoke

Improved reduction of tars and
nicotine in tobacco here. ↓

Improved filter reduces tars
and nicotine in smoke here. ↓



There is no secret to this new advance. The simple fact is that King Sano has *perfected* the process of reducing tars and nicotine where it counts most—in the *tobacco itself*... and added a *vastly superior filter*. Thus, the new King Sano filters *both the tobacco and the smoke* far more effectively than any other cigarette... *and that is the truth!*

If you—like so many thoughtful Americans—want the utmost tar and nicotine reduction plus a new soft, fresh taste—we urge you to try the new King Sano.

Surely it is well worth the small difference in price. Available everywhere.

• Milligrams of nicotine and tars in new King Sano: Nicotine 0.5 mg., tars 8.8 mg. Based on the results of a continuing study by Stillwell & Gladding, Inc., Independent Analytical Chemists.



WITNESS HARRY BROWN, CHICAGO, COVERED UP WITH HIS HANDKERCHIEF



BOOKIE HERMAN MILLER, PHILADELPHIA, WITHDREW TURTLE INTO COAT



AMBIDEXTROUS BOOKIE GEORGE BROOKS OF LOS ANGELES MASKED FACE

THE BIG, BIG BETTORS HIDE, HIDE AND HIDE

When U.S. Treasury agents moved in on a third floor office in Lerie Haute, Ind., last fall they seized six surprised bookies, a large quantity of betting records and called it a good day's work. Last week they realized that they had bagged a major U.S. gambling center and had made the biggest haul of big name gamblers and customers ever cornered in the U.S. From evasive witnesses who displayed high skill in protecting their privacy (bone) and from the seized records federal investigators



AND SIGNED FOR HIS GOVERNMENT TRAVEL ALLOWANCE AT THE SAME TIME



BOOKIE PAUL FASSULA OF BATON ROUGE, LA., FOLDED HIS PAPER TOO SMALL



WITNESS JACK LIBERMAN FROM BROOKLYN UP-PERISCOPED WITH ONE EYE

found that the modest little office on Terre Haute's main street was the headquarters for a breathtaking handbook operation. Through it, with the help of some of this country's highest-flying bookies, the gaudiest bettors in the U.S. had been able to "get down" for as much as \$25,000 on single football games. In its brief life, the place had taken in at least a million and a half dollars a month in bets from customers—oil millionaires, stage folk, professional men (next page) in 13 states,

Cuba and Canada. When a federal grand jury in Indianapolis began its investigation of the operation it required 175 subpoenas to bring in at government expense the witnesses that 30-year-old U.S. Attorney Don Tabbert needed to build his case.

Though most came reluctantly ("What'll mom say?" groaned one bettor) they helped piece together the handbook's dynamic success story. It had been started by Leo Shaffer, a pudgy little man with such love for book-

making that his nickname even among associates is "Bookie." The operation prospered to the point where aides some days had no time for lunch. In part, Bookie Shaffer could thank his own warmly human way of doing business ("Leo takes a nice order," says a gambler admiringly). But as District Attorney Tabbert delved further last week, he asked himself another question: Why had Leo, a big city operator, suddenly set up shop in small, homey Terre Haute on the sleepy banks of the Wabash?



MAYOR OF TERRE HAUTE. Ralph Tucker (right), posed in 1955 with his former employer, Leo Light, who was dedicating new quarters for his magazine subscription agency, the National Literary Association. Tucker was backed by him for mayor successfully three times: for governor in 1956 unsuccessfully.



DURING LAST FALL RAID IN BETTING OFFICE. T-MEN (FAR LEFT AND RIGHT)



EMERGENCY SALAMI that handhook staff nibbled on during peak periods was a barometer of business.

JOINT IN TERRE HAUTE THAT ACHIEVED

There were some clues to help answer Tabbert's question about Terre Haute. On the surface, Terre Haute is a quiet city of 82,000 devoted to commerce and banking. But below the surface—barely below—it is a thriving little cesspool of unabashed vice. While in recent years it has made such concession to respectability as to insist that its 12 brothels take down their neon signs, Terre Haute has been widely known for the past 50 years as a place where you can get anything you want for a price. It was probably Terre Haute's rubbery civic conscience, plus the fact that it lies beyond the control of underworld gambling bosses, that made it so attractive to "Bookie" Shaffer and his gambling operation.

The mayor of Terre Haute is Ralph Tucker, a 51-year-old former radio announcer, who

smiles happily when referred to as "The Jimmy Walker of the Middle West." Tucker got to be mayor (this is his third term) through the political sponsorship of a man named Leo Light who had interesting connections. Light and Tucker were business associates (above). Another of Light's friends and associates is an ex-convict, Joe Traum, top gambler in Terre Haute. Light and Traum were partners in a restaurant, the Manor House. And Traum's connections included Leo Shaffer's syndicate to whom he rented premises next to the Manor House for Leo's gambling operation.

However, as a federal prosecutor, Tabbert's interest lay not in local affairs nor in gambling which the federal government does not normally police. Nor does he care about Shaffer's customers who, as long as they are cooperative

THESE BETTORS WERE SUBPOENAED AND TESTIFIED



HOTELMAN Belton Kattleman of Las Vegas testified freely that he placed bets on football games. He is a friend of Zsa Zsa Gabor who calls him one of 10 most fascinating men in the world.



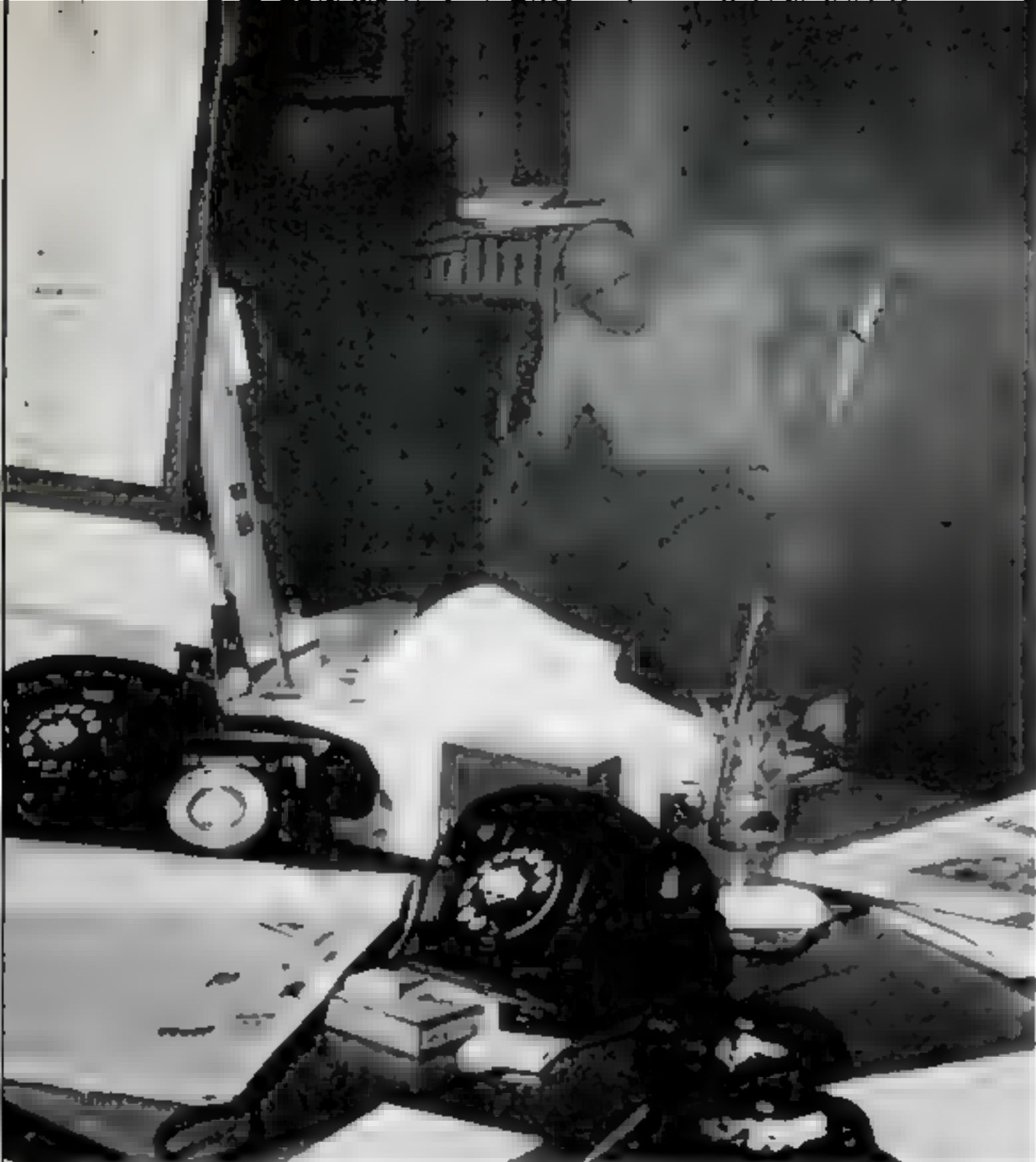
BRIDGE WIZARD John Crawford, of Philadelphia, said he had placed bets in Terre Haute. A mathematician of the cards, he concluded no one can win betting with bookies, still bets them.



BRIDGE EXPERT Tobias Stone, New York, recently suspended from international bridge competition for a hassle with the Italians, made bets through Montreal where Shaffer used to operate.



MARX BROTHER Zeppo testified liberally to the federal grand jury but he refused to talk to the newsmen (above) about his betting. Instead, he explained how he, Groucho, Harpo



QUESTION TRAPPED OPERATORS. MONTHLY PHONE BILLS TOTALLED \$6,000



THE BIG SHOT, Leo Shaffer (second from right), and his associate, Irwin Gordon, are led ignominiously handcuffed from the federal building in Terre Haute after the raid by T-men. Jules Horwick, Leo's second-in-command, shields his face at left. Until now they had enjoyed a \$205-a-week hotel suite and immunity.

NATIONAL STATUS

witnesses, will suffer only a little embarrassment. Tabbert's aim is to convict the gambling operators of failure to abide by two federal laws. One requires that gamblers, no matter what the local laws are, pay a federal 10% excise tax on gross receipts. The other is that anyone desiring to open a gaming place must buy a \$50 gambling stamp and also report where he plans to operate. Leo Shaffer had done neither; associates say that he regards such stamps as impractical.

It was to buttress this case against Shaffer and his friends that Tabbert called or hoped to call the array of bettors below, many of whom admitted betting with the Terre Haute headquarters either directly by long distance phone or through other bookies, and all of whom were, one way or another, prominent people.



PARTY FOR DA, complete with a candled cake, is given the relatively youthful Tabbert by his loyal

staff members on his 30th birthday which occurred last week in the heat of the gambling investigation.

THESE DIDN'T SHOW UP



and Chico got their nicknames. Now 57. Zeppo complained that his subpoenaed appearance before jury made it impossible for him to attend brother Chico's wedding in Los Angeles.



TOBACCO MAN Herman Sharwell of Columbus, Ohio said he called to bet about \$5,000 with Terre Haute on football last fall and found at the end of the season he had lost a total of \$813.



OILMAN Ray Ryan could not be found for service of subpoena. Coming from Evansville, Ind., and reputedly one of the country's biggest bettors, he probably bet directly through Terre Haute.



MULTIMILLIONAIRE H. L. Hunt of Dallas, Texas was subpoenaed but he could not appear to testify because of sickness. Hunt reportedly has bet enormous sums a week on football games.





KNOWLAND OF CALIFORNIA, 50, ranking member of the six Republican Senators retiring, will be

candidate in race for California governorship which he hopes to win as stepping stone to the presidency.



SMITH OF NEW JERSEY, 53, said he will be the sixth retiring member of the Senate of the Indonesian

MISTY ADIEU TO SENATORS

As the U.S. Senate, often called the most exclusive club in the country, was shutting its official books on another session, it also closed its private ledgers on six departing Republican members. For varying reasons they were not standing for re-election. It was a great swath hewn out of the towering institution and, on the whole, it was hard to tell who mourned the moment more, those who remained or those who were going.

These photographs, taken for the occasion by LIFE's Paul Schutzer, reflect the misty sense of time's passing that surrounded the senators' departure. H. Alexander Smith spoke softly of "the warm friendships you make irrespective of politics," in the Senate. Ralph Flanders noted that "the degree of respect I have for the [Senate] as a whole came as a surprise to me." William Jenner struck the one jarring note, expressing satisfaction at leaving a Washington that was "filled with frauds and fake." But Edward Martin voiced the deepest feeling of the six when he said: "Gracious alive, we probably will never all be together again."



JENNER OF INDIANA, 50, packs his law books in Senate office. He will practice law in Indianapolis, is believed to have a chance on Indiana governorship.



embassy in Washington. An expert on foreign relations, Smith plans a trip to the Far East this winter.



MARTIN OF PENNSYLVANIA, 78, walks in Dumbarton Oaks Park in Washington and looks forward

to leisure that his retirement from the State will give him, or reflection, private business, family life.



FLANDERS OF VERMONT, 77, is already back home because his wife is ill. He is going to write autobiography of grandchildren to whom he is reading here.



IVES OF NEW YORK, 62, reclines and reads in his Washington, D.C., apartment. Suffering from high blood pressure, he is retiring under doctor's orders.

Mr. and Mrs. Herbert Walter Rehn

request the honour of your presence

at the marriage of their daughter

Sandra

to

Mr. Orison Hungerford, junior

on Saturday, August the twenty-third

Nineteen hundred and fifty-eight

at five o'clock

Zion Lutheran Church

Rockford, Illinois

INVITATION TO A WEDDING THAT WAS NEVER SOLEMNIZED

A TALE OF A BLIGHTED TROTH

Hollywood executives thwart the marriage of two young actors

When Andra Martin, a honey-blond Hollywood starlet, and Ty Hardin, a Texan with television aspirations, first dated each other, it was not because either wanted to. Warner Bros., which has both under contract, insisted that they pair up as decorative stand-arounds at a gala preview. Then they fell in love.

From Cherry Valley, Ill., Andra's home, invitations went out for the wedding of Orison Hungerford Jr. (that's Ty's real name) and Sandra Rehn (that's Andra's). But a storm erupted. The young couple said Hugh Benson, a Warner Bros. TV executive, plus their own

managers, Paul Brandon and Herb Brenner of the Music Corporation of America, had argued that wedding would destroy their romantic appeal. Warners, M.C.A., Brandon and Brenner denied it. But someone had spooked wedlock.

So, sadly, Andra went back to Cherry Valley. Ty remained on in Hollywood grimly firing away at television badmen. After the dismal week, the youngsters could pick little out of the shambles except the doubtful solace of all the publicity that had come their way. They could also plan to find somehow the solution to the problem of how to get married in movieland.



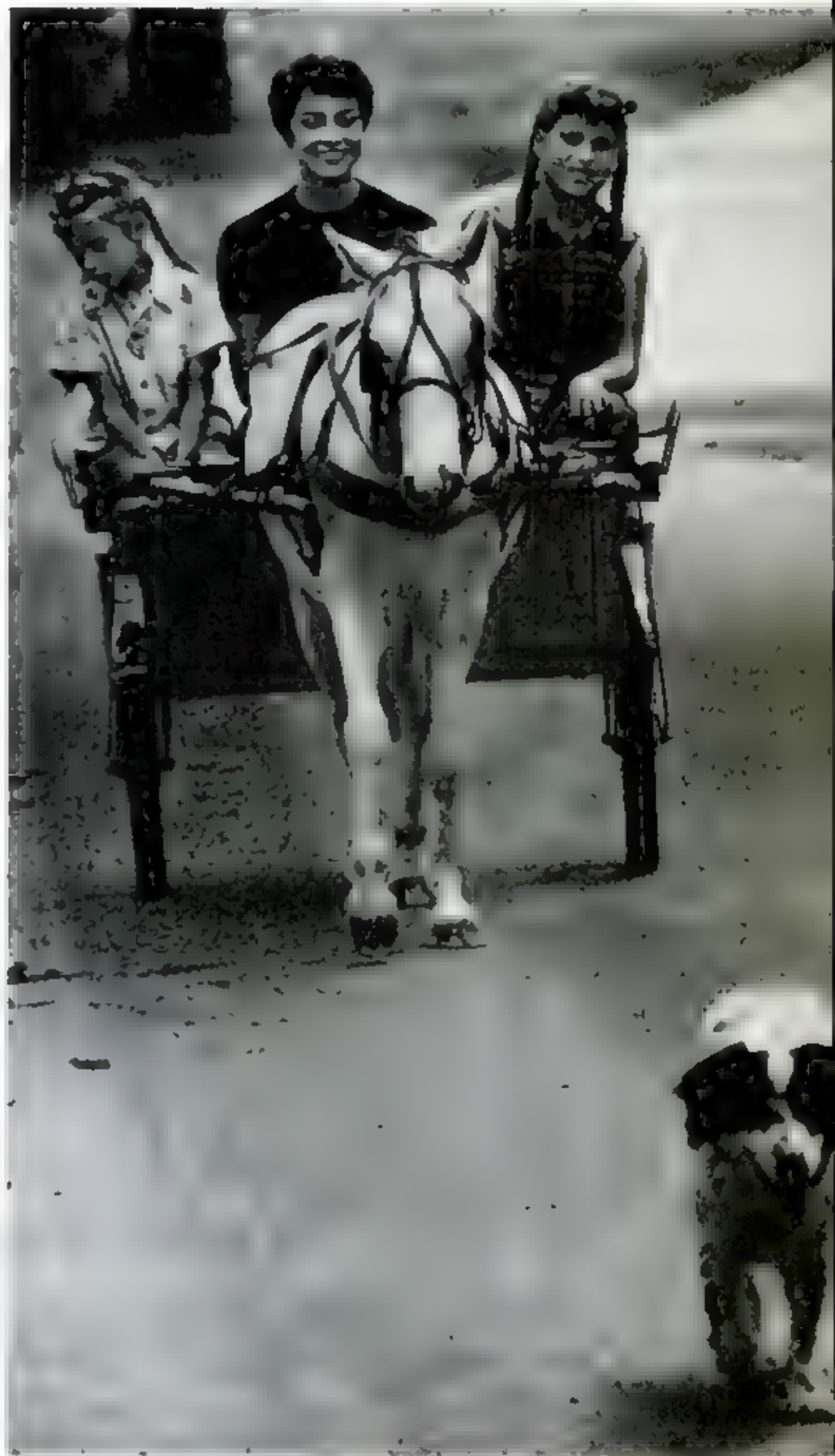
ANDRA AT WORK makes publicity stills. Her latest movie is sea adventure tale called *Up Periscope*.



TY AT WORK in cowboy costume pets his Weimaraner dog. He will star in TV Western, *Cheyenne*.



OVER COFFEE CUPS Andra and her parents, Herbert and Gertrude Rehn, farm people of Swedish descent, talk about her budding romance,



SUN BREAKS OUT when Andra goes riding with Nora and Becky Nelson, next to Lassie, a horse, and led by Darcy, a dog.

DEMOCRACY AND A GOOD CONGRESS

The heart and soul of this country, and the hope of a great many others, is that formidable combination of law, efficiency and free will called the American democratic process. As the U.S. commodity most monumentally resistant to yearly model changes, this process is chronically accused of leaks and creakings—more especially in recent years, when Presidents, courts and legislatures have had to deal with a kind of exploding science and society that Madison and Jefferson never had in mind. Emergency foreign policy decisions have become almost routine. Our high-priced recession, now coming to an end, was so complex that no two authorities agreed on the way a free enterprise democracy should handle it.

Despite these unforeseen stresses U.S. democracy is in better working order today than it has been for a long time. Nothing underlines this better than the record of imagination and achievement left by the adjourning 85th Congress.

There was every excuse for this Congress to turn into a wrangle: the multiplicity of factions inside both parties, the sheer difficulty of the legislation, the handicap of a Democratic-controlled Congress executing the program of a Republican President. And at times it looked as if wrangling was all the country would get. One after another, the big bills that counted—defense reorganization, Alaska statehood, reciprocal trade—got very publicly into trouble. In fact, political commentators wrote them off with regularity.

They were saved by the balance of compromise and authority which, used correctly, serves to keep the U.S. democratic process flexible and efficient. The leaders of both houses, Senators Johnson and Knowland and Representatives Rayburn and Martin, showed a consistent appreciation of the difference between the easy compromise for political expediency and the hard compromise in the national interest.

In the White House, President Eisenhower used every ounce of his authority to push through the bills he thought essential. It was White House pressure that kept Congress loyally holding the line against unwise tax cuts. It was Ike's best year with Congress since 1953.

From the 20,000 bills offered, a few outstanding laws:

Reciprocal Trade: Brilliantly heading off what may be the last great stampede of the American protectionist, Congress put through an unprecedented four-year extension, with presidential authority to cut tariffs up to 20%.

Defense Reorganization: A good law established the Secretary of Defense as the real operational boss of the Pentagon, and healthily streamlined his command structure.

Farm Policy: Ezra Taft Benson finally tasted victory, with a new law which cut down the incentive to produce surpluses.

Space Agency: Fast action on the President's request created a strong civilian agency in charge of space exploration.

Science and Education: A compromise bill, good as far as it went, allocated \$887 million for student loans and equipment in schools. The budget of the National Science Foundation was raised from \$50 million to a record \$130 million.

Alaska: The 49th state admitted after 42 years of trying.

In all this we don't mean to say that Congress acted perfectly—there were some weak bills passed, along with the strong ones. What Congress *did* do, in a year of Sputniks and the recession, was to catch a real sense of national urgency, and translate it into law. When the congressmen grew alarmed at incidents of U.S. unpreparedness, military and political, they kept away from both the political stump and the panic button. In so doing they acted as a priceless steadying force on the country just the way the democratic process is supposed to operate—and by and large the country reflects their mood. Their hard work is a warning to remaining disciples of the goof-off that the U.S. cannot afford slackness any longer.

While the positive deeds of Congress thus showed the fundamental health of U.S. democracy, the two big sick spots in our democracy also showed in the Capitol—in one case sharply, in another indirectly. The first was the problem of crooked labor (see below). The second was segregation. Directly speaking, the integration problem was not a congressional concern. Yet it hung over Congress like a heavy fog, making its presence felt in legislative omissions, e.g., statehood for Hawaii.

These problems offer two areas of reproach and suspicion to other countries who hope to profit by our example. But this is all the more reason to do something about them—all the more reason to insist that no problem of a changing society, however explosive, is beyond the power of U.S. democracy to solve. For the genius of our society is not only its capacity to adjust to change, but its conviction that change can be channeled into sound human progress.

Henry Adams could justly scoff at Jeffersonian hopes of an America where every man would be "an athlete in body and an Aristotle in mind." But there is part of this hope in all of us, just the same, as we try to make our world bigger and better for the generations to come after us. The keystone of this world is the U.S. democratic process. We are thankful that it is working so well today. We will have heavy demands to make of it in the future.

BUT WE STILL NEED A LABOR LAW

This is a painful year for Labor Day orators. The misdeeds of the Teamsters and other union racketeers, as brought out in the McClellan hearings, have brought to a climax a record of labor gangsterism that attacks the moral and social health of the whole country. Crooked labor runs wider, deeper and dirtier than anyone had suspected.

Labor itself continues its house cleaning. The leadership of the A.F.L.-C.I.O., after its worried meeting in Pennsylvania (pp. 32-33), has ordered member unions to cease dealing with the outlawed Teamsters. Some federation members, implicated in the McClellan testimony, have been ordered to do an extensive cleanup. The federation also has called up Maurice Hutcheson, the hereditary ruler of the 850,000 Carpenters (he took over from dad six and a half years ago), and told him to account for the corruption inside his union.

This is encouraging. But the public needs more than self-disciplinary action inside the federation, however stern. It isn't

only that the crooked labor leader is a union code-breaker. The U.S. democracy needs laws to protect society from him.

It is ironic that, after the good work done by a congressional committee, no law appeared. Republican congressmen who voted down the Kennedy-Ives bill in the House could claim, not without reason, that under emergency rules they had been deprived of an opportunity to discuss or amend it. But they must share with the Democratic leadership, which originally stalled this bill, the blame for denying the country immediate action on the one available bill that could have given a legal body blow to Hoffa and his kind.

Congressmen and candidates will soon go before the people. They should do so with one ear cocked toward the McClellan hearings. It is the business of every voter to exact a pledge from each man running for Congress to go to Washington next year and vote for a labor law—better than the Kennedy-Ives if possible and with more teeth in it.



Have you had your soup today?

M'm! M'm! Good! Nourishing good!

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HAVE IT WITH A SALAD



HAVE IT WITH A DESSERT



Campbell's Chicken Noodle Soup just "goes good" with everything! It's so delicious, so friendly to other foods. Taste that fragrant, golden broth . . . those tender pieces of chicken — both light and dark. And those enriched egg noodles that almost melt in your mouth. Campbell's Chicken Noodle Soup adds warm pleasure to any meal. Enjoy it often, as the main dish at lunch, the appetizing first course at dinner. It takes only 4 minutes to prepare — costs less than 7¢ a serving!

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so good!*

*And it's so
good for you!*



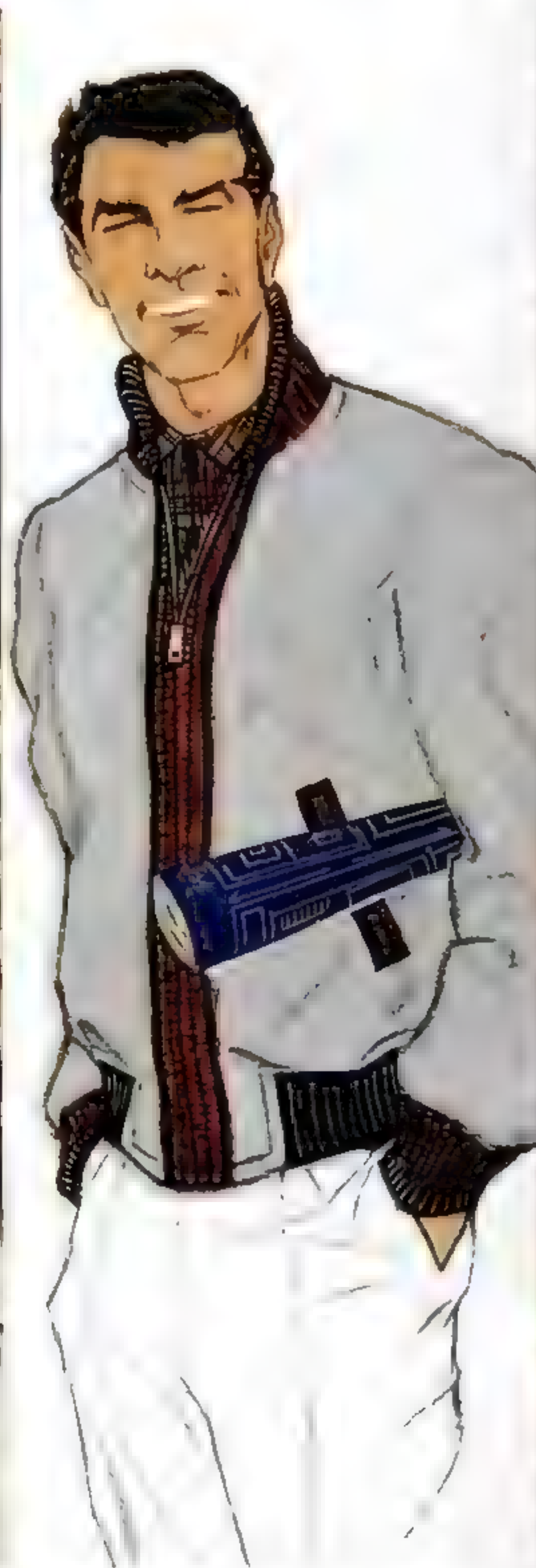
Once a day...every day...SOUP— *Campbell's*, of course!

BACK TO CAMPUS

Science and McGregor dress today's Men on the Move



Coat, NORDIC VIKING, made of famous Reeves' Dacron and cotton, completely machine washable and it dries dry, \$49.95. It has a matching detachable hood lined with luxurious ORION FUR for extra warmth. Slacks, YORKTOWN, 53", Dacron-65%, wool.



Jacket, MAGNASEGUE, 100% D, Port nylon fleece by Princeton (shown), reversible to smooth nylon taffeta by Travis, machine washable, \$25.00. Shirt, ADVENTURER DA GAMA, 63", Orlon 35%, wool wash 'n wear, \$10.95. Slacks, A F, pure worsted flannel, \$12.95.



Suit, BRICORD Corduroy suit, rate of excellence in dress corduroy with natural 3-button suit lap seams, high notch lapels, flap pockets, deep back vent, no pleat back flap trousers, \$34.95. Vest, PIMCOX Surplice Vest is a very smart addition, made of 100% Orlon, \$10.95.

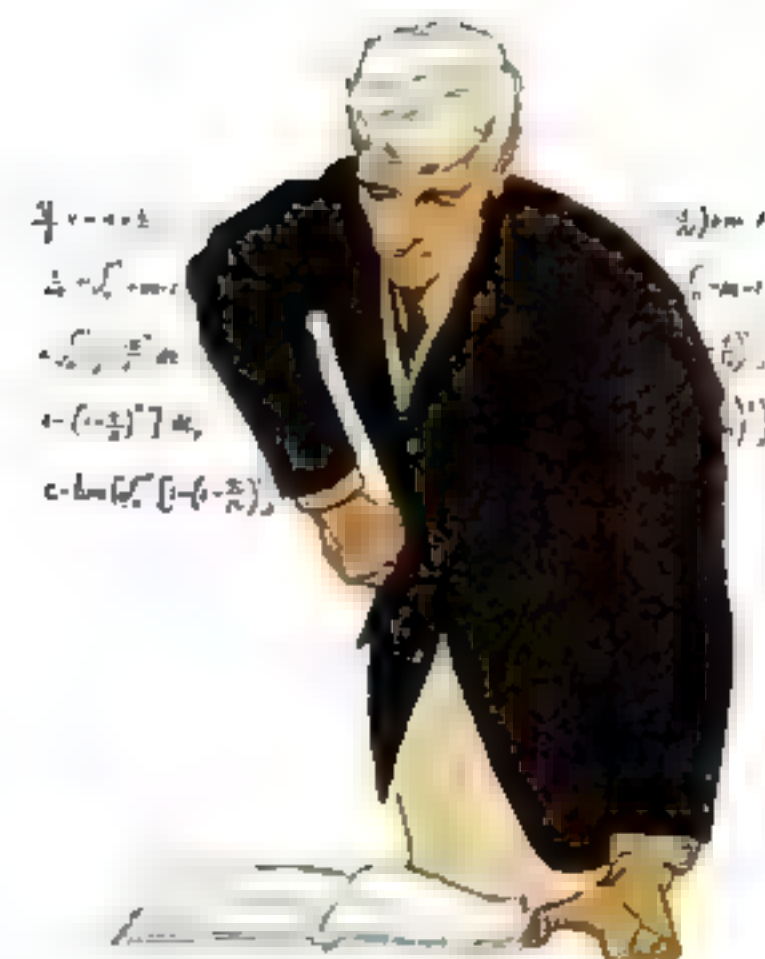
Science living, science loving, the Man on the Move is a McGregor Man — for sure! He goes for clothes with the wide-ranging comfort of science fibers, the new freedom of science-in-motion cut and warmth-without-weight, the smart good looks of tomorrow's colors. He goes for the big-living, easy-going, science oriented clothes that we make like no one else on earth. See McGregor's new Back to Campus sportswear now. Make the move to McGregor where science is fashion for '58!



Jacket. MATADERO Mobility Jacket, smooth imported leather, knitted trim \$32.95. *Shirt.* PAWTUCKETT DOWN WEEKENDER, smart new iridescent rayon that's washable, \$5.95. *Slacks:* SCORCH CARD, spot-resistant flannel.



Coat. MARS INTERNATIONAL, wool tweed, Verel pile lining, \$39.95. *Shirt:* WOOLOOMOOLOO, pure wool, \$10.95. *Sweater:* SCANDIA Sports Cardigan, 75% lambs wool-25% Orlon, \$12.95. *Slacks:* CAMBRIDGE 100% worsted flannel.



Sport coat: COLLECTOR'S COLLECTION made of Lightweight Shetland Type all wool worsted. *Slacks* of practical TRILON, 65% Orlon-35% wool. *Shirt:* ONE-SCOT, rayon gabardine, wash 'n wear, \$5.95. *Sweater vest:* O.O.T.W. [Out of this World] \$8.95.



Coat: MERCEDES Car Coat, wide wale ribbed cotton, Loden lined, leather elbow shields, \$25.95. *Shirt:* FIELD COAL STRIPES, easy to take care of no-iron Dan River cotton, \$5.95. *Sweater:* LAMBIC Cru, washable, \$10.00. *Slacks:* LOCKHAVEN Flannel.



Coat: CAMELORE, made of 100% wool suede with luxurious Verel fur-look pile lining, \$32.95. *Sweater:* POLON RHONE Cru, warm yet weightless, washes without blocking, 100% Orlon, \$10.95. *Slacks:* LOGAN, worsted gabardine.

MCGREGOR

**TOMORROW TAKES
SHAPE IN MCGREGOR
SPORTSWEAR**

McGregor-Doniger Inc., New York 16, N. Y.



What do cold cuts warm up to?

Hunt's of course!

*...because Hunt's is rich and thick
and spiced with imagination!*



EIGHTH CIRCUIT COURT, overruling Judge Lemley's decision, said that integration must go ahead at Little Rock, then granted stay. From left to right are

Justices Martin Van Oosterhout, Harvey Johnsen, John Sanborn, Chief Judge Archibald Gardner, Joseph Woodrough, Charles Vogel and Marion Matthes.



AT SUPREME COURT Little Rock schoolchildren with N.A.A.C.P.'s Daisy Bates (right) pose in front

BRUSH WITH LAW comes as policeman makes Jefferson Thomas leave forbidden Supreme Court wall

LITTLE ROCK'S COURT CASES

Six boys and girls came to Washington last week and because they were Negro schoolchildren from Little Rock, Ark., they wanted most of all to see the U.S. Supreme Court Building. While they were there—and ironically getting into a minor brush with the law (*below*)—the question of whether they will go to an integrated school this fall was again being carried to the Supreme Court. By 6 to 1 the Eighth Circuit Court overruled Federal District Judge Harry Lemley's (*LIFE*, July 7) suspension of Little Rock integration. "The time has not yet come," the Court said, "when an order of a federal court must be whittled away, watered down, or shamefully withdrawn in the face of violence or unlawful acts."

This ruling set off a chain of legal maneuvers. Little Rock school board attorneys got the circuit court to stay its order while they appealed to the Supreme Court. This stay was appealed by the N.A.A.C.P. Then, acting for the recessed Supreme Court, Justice Charles Whittaker indicated he might rule on the stay this week. In Arkansas Governor Faubus made his play. He called a special session of the legislature which could shut down the schools.



A LOOK AT THE WORLD'S



CHARLES MacGOWAN Boiler Makers	JOE KEENAN Electrical Workers	RICHARD WALSH Stage Employees	PAUL PHILLIPS Papermakers	KARL FELLER Brewery Workers	LEE MINTON Glass Blowers	A. PHILIP RANDOLPH Sleeping Car Porters	O. A. KNIGHT Oil, Chemical Workers	JIM SUFFRIDGE Retail Clerks
JOE CURRAN Maritime Workers	L. S. BUCKMASTER Rubber Workers	L. M. RAFTERY Painters	EMIL RIEVE Textile Workers	JAMES CAREY Electrical, Radio, Machine	JOSEPH BEIRNE Communications Workers	JACOB POTOFKY Men's Clothing Workers		
DAVID DUBINSKY Ladies' Garment Workers			GEORGE MEANY A.F.L.-C.I.O. President			WILLIAM SCHNITZLER Executive Council Secretary-Treasurer		

TOP LABOR LEADERS GET TOGETHER AND TAKE SOME BIG STEPS

U.S. labor's most powerful body, the executive council of the A.F.L.-C.I.O., assembled at Unity House, International Ladies' Garment Workers Union resort in Pennsylvania. There members sat for a rare group portrait including

most of the top labor brass of the U.S. Above, they are identified by captions whose positions match their positions in the photograph. The council made some determined and significant moves to end corruption among labor officials.

It voted that A.F.L.-C.I.O. affiliates should end all dealings with Jimmy Hoffa's Teamsters Union, expelled from the council last December. It called on Maurice Hucheson, Carpenters Union head, under indictment for conspiring

WEEK



DAVID McDONALD AL HAYES
Steelworkers Machinists

GEORGE HARRISON HARRY BATES
Railway Clerks Bricklayers

WALTER REUTHER
Auto Workers

TO CLEAN HOUSE

to bribe an Indiana highway official, to answer charges of corruption in his unions. It ordered investigations of Jewelry Workers, Meat Cutters, and Hotel and Restaurant Workers unions for alleged violations of ethical practices.



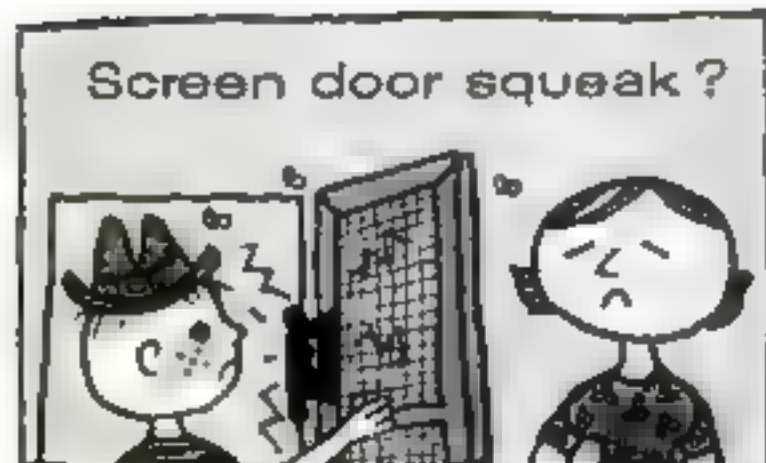
BAD MOMENT FOR MOON SHOOTERS

At Cape Canaveral the glum expressions of Major General Bernard Schriever, head of the Air Force's ballistic missile program (left), Roy Johnson, director of the Advanced Research Projects Agency, and Major General Donald

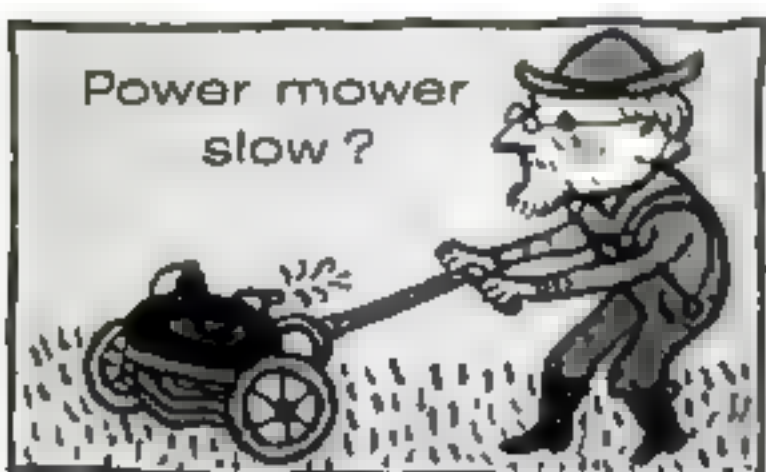
Yates, commander of the Air Force's Missile Testing Center, showed what had happened. In the nation's first attempt to put a satellite into orbit around the moon, a four-stage rocket had exploded after 77 seconds of flight.

FIX-IT TIPS

with "3-in-One" oil



Silence it with "3-in-One" oil on hinges and catches. It penetrates, prevents rust. And its lubrication lasts for months



Oil the wheels and bearings with the new "3-in-One" Electric Motor Oil. Perfect for all heavy-duty uses.



Quiet it quick with just a few drops of "3-in-One" oil. Highly refined so it doesn't gum up as other oils sometimes do.



Spray exposed metal surfaces with new "3-in-One" Oil-Spray. Perfect for covering large areas. Protects against rust.

"3-IN-ONE"

is the one oil that:

POLISHES
PENETRATES
LUBRICATES
PREVENTS RUST



You need all three: "Regular" for most household items; "Electric Motor Oil" for heavy-duty; new handy spray can for hard-to-get-at places.



ARAB GESTURE TOWARD MIDEAST PEACE

Twelve Arab spokesmen got together last week to present the U.N. with a stopgap resolution on the Middle East crisis. Gathered at a party given by Lebanon Foreign Minister Charles Malik to celebrate the 80-to-0 U.N. vote for their plan are, seated left to right, Dr. Malik, the Arab League's Abdel Khalek Hassouna, U.A.R.'s Mahmoud Fawzi. Standing from left: Tunisia's Mongi Slim, Morocco's Abdel Latif Filali, Jordan's Abdul Monem Rifai, Iraq's Abdul Jabbar Jomard, Saudi Arabia's Ahmed Shukairy,

Sudan's Mohammed Mahgoub, Libya's Abdel Fallal Boury, Algerian nationalist M'hammed Yazid, Yemen's Ahmad Zahrani. Under the plan Arab countries again agreed not to commit aggression against each other, supported the principal of a regional economic help plan, invited Secretary General Hammarskjöld to the area to study "practical" ways of keeping peace and bringing about withdrawal of U.S. and British troops. The real effectiveness of the resolution depended on whether Nasser would abide by it



THE WASH WHERE A CAUSEWAY COLLAPSED

Where the rectangular gray wash appeared in Great Salt Lake, a 2,000-foot section of the Southern Pacific Railroad's earth-filled causeway had collapsed. Being built by new methods (LIFE, Oct. 7, 1957),

the causeway proved to have too narrow a base to offset soft spots in the lake bottom. The base will be broadened and the causeway will be ready next year to replace the old wood railway bridge (upper right)

CONTINUED



Slim and Trim...

with the *Light*
refreshment

NO MATTER what she wears, today's woman shows nothing but flattering lines. The reason is simple. She follows the modern, sensible trend toward lighter, less-filling food and drink. And Pepsi-Cola is right in step.

Today's Pepsi-Cola, reduced in calories, refreshes without filling. Never heavy. Never too sweet. It's the modern, the *light* refreshment. Have a Pepsi.

Pepsi-Cola

refreshes without filling



For highways built to the needs of 1975—new-type concrete!

“You just seem to float along on this new-type, sound-conditioned concrete!”

Says **SAM SNEAD**, famous golfer and all-time top tournament winner

“I do plenty of driving around the tournament circuit each year and I know. This continuous-laid concrete is really smooth and quiet. They're using it today for highways of the new Interstate System. There are no thumps or jounces. Just wait till you drive it! Your travel's going to be more fun.”

What a wonderful difference when you cruise new-type concrete. It's so smooth and quiet! Never a thump. Laid continuously, this pavement has no joints . . . only tiny, sawed-in cushion spaces. You can't hear or feel they're there.

And on new-type concrete you roll over the flattest surface there is. No waves and bumps. The good solid character of concrete and the specially

designed subbase used today keep it that way for life.

A special process called “air entrainment” also aids driving comfort. It puts billions of tiny air bubbles into the concrete—prevents surface roughening from freezing and de-icers.

Such built-in durability gives concrete a life expectancy of 50 years and more. To this, add moderate first-cost. And there's low maintenance expense—up to 60% lower than for asphalt.

You want safety, too! Concrete's grainy surface provides dependable skid resistance—soaking wet or bone dry. Its light color lets you see far better at night. In every way new-type concrete is the preferred pavement for the new Interstate System to link 209 cities throughout 48 states.



Electronic control system promises new safety. In tests detectors in a concrete highway activate roadside lights to warn a driver when he is too close to a car ahead or is out of his lane.

PORTLAND CEMENT ASSOCIATION

A national organization to improve and extend the uses of concrete

NEW-TYPE

Concrete

WEAR THE BUCKS PAT WEARS

Pat Boone
WHITE
AND
DIRTY
BUCKS

Royal Cadet

Campus-Styled for
Pat Boone Exclusively by
ROYAL CADET

White and Dirty Bucks,
the same style and the
same quality that Pat
wears on his National TV
Program every week
in his movies in
Personal Appearances.

TV FAMOUS WHITE BUCKS
The campus-style Pat Boone
has made famous on TV
Genuine Goodyear Welt
Size 2 1/2 to 6 about \$7.95
Size 6 1/2 to 12 about \$8.95

CAMPUS STYLED DIRTY BUCKS

The hit of every campus -
Genuine Goodyear Welt.
Size 2 1/2 to 6 about \$7.95
Size 6 1/2 to 12 about \$8.95

Now you, too can own
the same BUCKS worn
by PAT BOONE



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ROYAL CADET FOOTWEAR Lowell, Mass.

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'I'M A HAM,' SAYS A MAN WHAT AM

Beefy Barney Baker, 284-pound ex-convict, ex-prizefighter and "belly bumper" for Jimmy Hoffa's Teamsters, came to Washington with his third wife, Carolyn, to tell the Senate Rackets Committee that he isn't as big as he makes out. An ex-wife and an ex-flame both had testified Baker was a very "close" friend of Governor Averell Harriman of New York. "Little white lies," said Baker, "don't mean nothing. The vengeance of a woman scorned. I am not close, close, close, as they described I was. . . . I'm a ham. I drop names, I talk big. I like to brag a lot."



TASK THAT CALLS FOR A MASK

When a spotted skunk wandered into a bus station in Los Angeles local papers scented a story. Photographers put on gas masks, and hefty Frank Rutherford was backed up on a bench before somebody picked up a box (center), threw it over the skunk and gingerly carted it off.

SALE

PAL

INJECTOR
BLADES

SAVE
40¢

NOW 40 BLADES

2 PACKS

ONLY

98¢

Regularly \$1.38



You can't buy
a better blade—
yet

PAL
COSTS LESS

FITS ALL INJECTOR RAZORS

KITTEN SOFT!



NEW PILGRIM ORLON[®] ARGYLES

JUST 98¢ AT SEARS!

"Kitten soft" is almost an understatement! These fine Orlon men's socks pamper you with a luxurious new kind of softness, yet they wear well, too. They're hard to soil, easy to wash... neither shrinking nor stretching out of shape washing after washing. Nylon reinforced toes and heels. Treat yourself to several pairs today... at Sears Retail Stores, through Catalog Sales Offices or order from your own Sears Catalog at home.

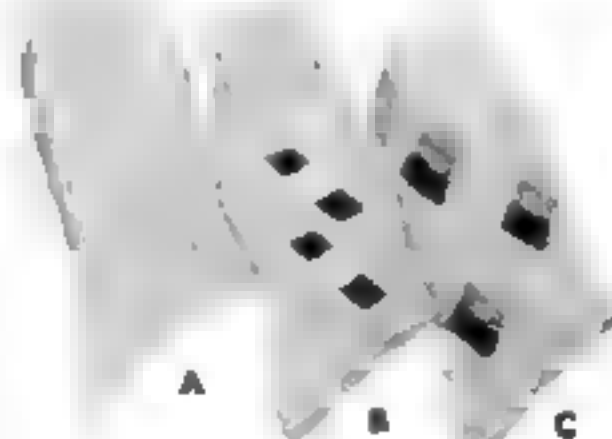
*DuPont trade-mark for acrylic fiber

A Solid color stretch socks.
100% Orlon, also 98¢

B Heavyweight Orlon and
cotton blend, only 1.29

C 50% Orlon, 50% wool,
extra warm, 1.49

Available in Canada at
Simpsons-Sears Ltd. at higher prices



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PILGRIM SOCKS ARE SOLD ONLY AT SEARS... SATISFACTION GUARANTEED OR YOUR MONEY BACK



HENRY HARRIS WATCHES BRUISED FACE OF SON ROY AFTER 12TH ROUND

SAD DUTY IN THE RING

In Roy Harris' corner at Los Angeles' Wrigley Field, Big Henry Harris, the former backwoods brawler from Cut and Shoot, Texas (LIFE, Aug. 11), quietly carried out his job of toting the water bucket and stoically watched his son take the licking of his life. In the ring, Heavyweight Champion Floyd Patterson knocked Roy down four times in the last six rounds and methodically cut his face to pieces. Roy fought back gamely after each knockdown but he was overmatched. When Trainer Bill Core decided to stop the fight at the end of the 12th round, Big



AS SECOND AND TRAINER (RIGHT) TELL HIM THEY ARE STOPPING FIGHT

FOR BIG HENRY HARRIS

Henry stilled his son's brave protests, saying "Ain't no use, boy. We can't win now."

After the fight Big Henry politely praised Patterson and accepted congratulations for Roy's courageous stand against a superior fighter. He kept his placid pose until someone asked him if he planned to give Roy a Cut-and-Shoot-style "whuppin'" for losing. "When two men fight, somebody's got to lose," Big Henry said forcefully. "Anyone who gets mad because somebody loses a fight is a damned fool."

CONTINUED

your mouth feels clean
because it is clean
... **Lavoris-clean!**

Good-tasting Lavoris is the modern mouthwash-gargle
with the amazingly effective cleansing action*



*Lavoris penetrates and removes the mucus coating in which germs thrive and most mouth odors originate. Mouth and throat tissues are left clean and stimulated.

USED AND RECOMMENDED FOR
Daily Mouth Hygiene
Sore Throats Canker Sores
Denture Breath Bleeding Gums

Take a tip from your dentist

Lavoris is used by more dentists
than all other mouthwashes combined

THE IDEA THAT BROUGHT A NEW KIND OF SECURITY



Master LAMINATED Padlocks

The revolutionary idea of using the laminated case for padlocks was originated and developed by Master Lock Company. Employing the same layer-on-layer principle used in building battleships and bank vault doors, Master padlocks incorporate the following outstanding protective features to give you the extra security you need for your property and personal possessions.

- ① **Pin-tumbler mechanism.** Makes possible thousands of variations in key changes to provide added protection for you.
- ② **Extruded brass cylinder.** Sturdily and precision built to withstand constant use, and give added protection against picking.
- ③ **Laminated case.** Layers of hard-wrought steel, riveted together under tremendous pressure, form a case stronger than a solid block of steel.
- ④ **Hardened shackles.** Made of tough alloy steel tempered to stand up under the roughest handling.

\$1.25 to \$4.00 in a variety of sizes, at hardware stores and locksmiths everywhere.

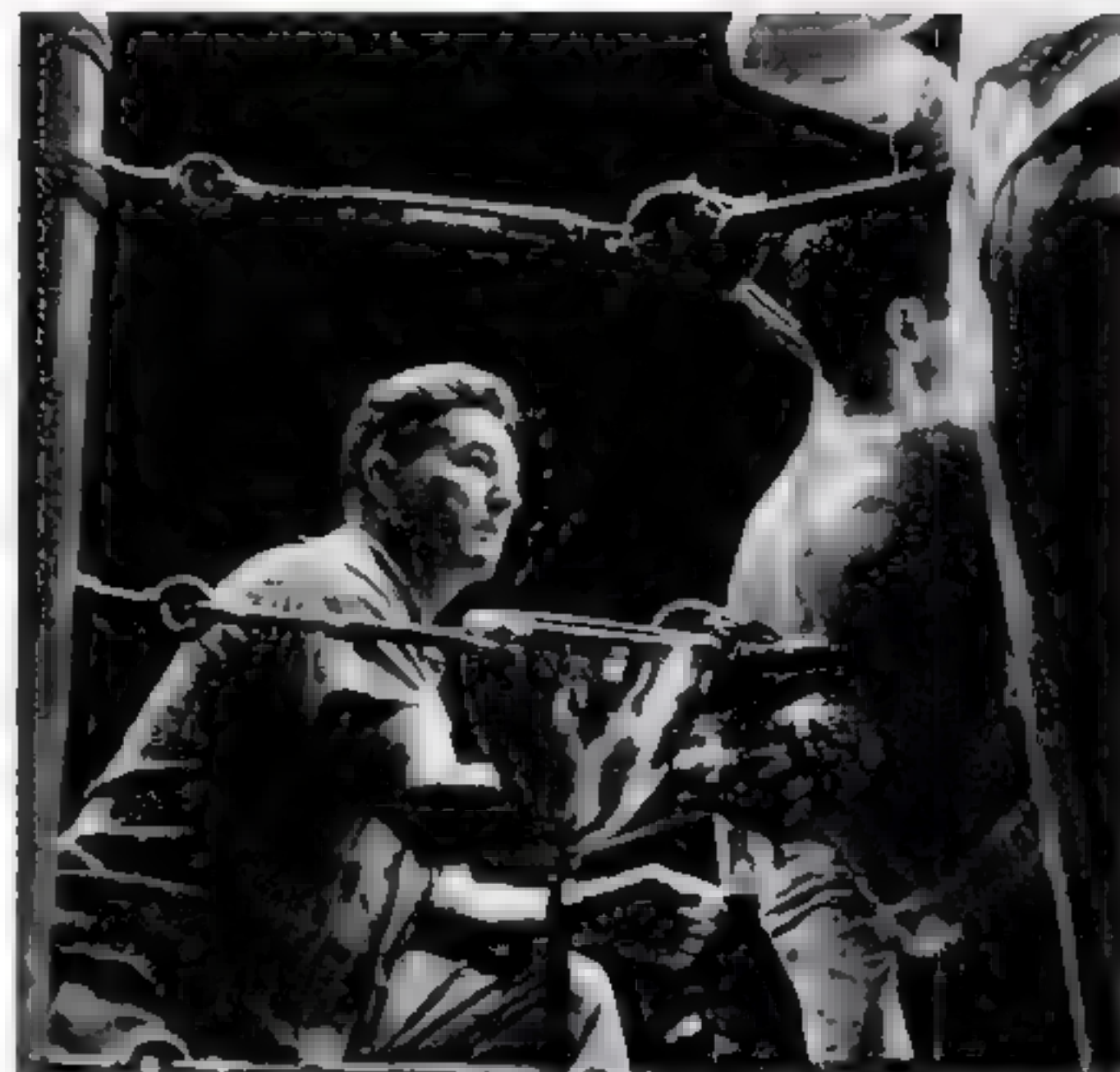


Master Padlocks
ALWAYS ON GUARD DAY AND NIGHT

MASTER LOCK CO., Milwaukee 45, Wis.

World's Largest Padlock Manufacturers

SAD DUTY CONTINUED



BETWEEN ROUNDS Big Henry sponges Roy's back after he was knocked down in eighth. He gave encouragement but no advice to Roy from his corner.



AFTER DEFEAT Big Henry gravely watches as seconds treat Roy's wounds and prepares to take gloves away. A corset later took rid stitches in Roy's face.

Budweiser

Where there's Life, there's Bud



MAMA MIA! And there
are 101 words on
the Budweiser label
that tell you why
Bud is so good.
Ever read it?

NEW POWER FOR THE NAVY UNDERSEAS

Sub-launched missiles and new detection methods bring big changes in U.S. tactics

The wide oceans which once served to protect the U.S. from attack have become instead a new and dangerous kind of battleground. New tactics and new technological developments have given a completely new dimension to naval warfare and will soon make it possible for an attack to be launched, suddenly and with complete surprise, from far beneath the water.

Nuclear submarines, which can stay submerged far under the surface for weeks at a time, are replacing older models which were easier to detect and destroy because they often had to surface. New weapons, both offensive and defensive, are being tested for their ability to sweep the seas of the enemy. And the sailors who will use them are learning how to adapt themselves to long periods of isolation under water.

The race for supremacy in this strange, new kind of warfare is already well under way. Russia, which has the largest fleet of conventional submarines in history, outnumbers the U.S. fleet by about 500 to 100. And Russian submarines are being located in increasing numbers in the Atlantic as they reconnoiter for positions they could use. The U.S. is engaged in an all-out effort to make up for Russia's quantitative lead with better submarines and more advanced weapons.

The most dramatic weapon in the U.S. underwater arsenal is the ballistic missile Polaris (right), which is designed to be launched from submerged submarines at targets 1,500 miles away. Polaris is the result of a long series of scientific triumphs, including the development of a solid fuel to propel it and a technique for regulating the range of a rocket which, unlike previous ballistic missiles, has no fuel valves to do the job. Polaris is now ahead of schedule and should be ready for operational firing next year.

But the race is still close. The Russians are developing some underwater missiles of their own and may soon have a fleet of nuclear submarines from which to launch them. And the watery battlefield itself is a stubborn enemy. The seas are vast and deep, and full of dark, mysterious hiding places where the elusive nuclear submarines can lurk like sharks until they are ready to strike.

SHOT OUT OF WATER by force of its own buoyancy, test model of Polaris missile leaps up from California's San Gabriel River. It has been reported in technical magazines that actual Polaris will be ejected from sub by compressed air. Its solid-fuel engine would start up after missile has left the water.









ANTISUBMARINE FORCE, Task Group Alpha, was organized this year under command of Rear Admiral John Thach, who is aboard carrier *Valley Forge* (center). It includes eight destroyers, two submarines (foreground), 14 heli-

copters and eight S2F attack planes (left and right, overhead) which take off from carrier, plus three land-based P2V patrol and search planes (center). Here Admiral Thach has ordered group into unusually tight formation for photograph.

IN THE COLD WAR AT SEA, 'HUK' FORCE ON THE PROWL

While testing the offensive power of Polaris (opposite page), the Navy is also engaged in perfecting defenses against enemy underwater forces. The ships and planes shown above make up the first full-time hunter-killer (HUK) group in the Navy, and have a two-fold mission: 1) to devise new techniques of antisubmarine detection and 2) to put these techniques to immediate use to deter Russian submarine commanders from taking over the Atlantic with their vast fleet.

Task Group Alpha checks each reported sighting of a strange submarine by sending a plane, helicopter, destroyer or hunter submarine to the spot for a thorough check. The planes in the force narrow the search by visual and electronic reconnaissance. The helicopters dunk sonar buoys into the water to listen for the stranger. The destroyers converge on the scene when the submarine is found, ready to use their rocket torpedoes or depth charges against it if the sub acts in a hostile manner.

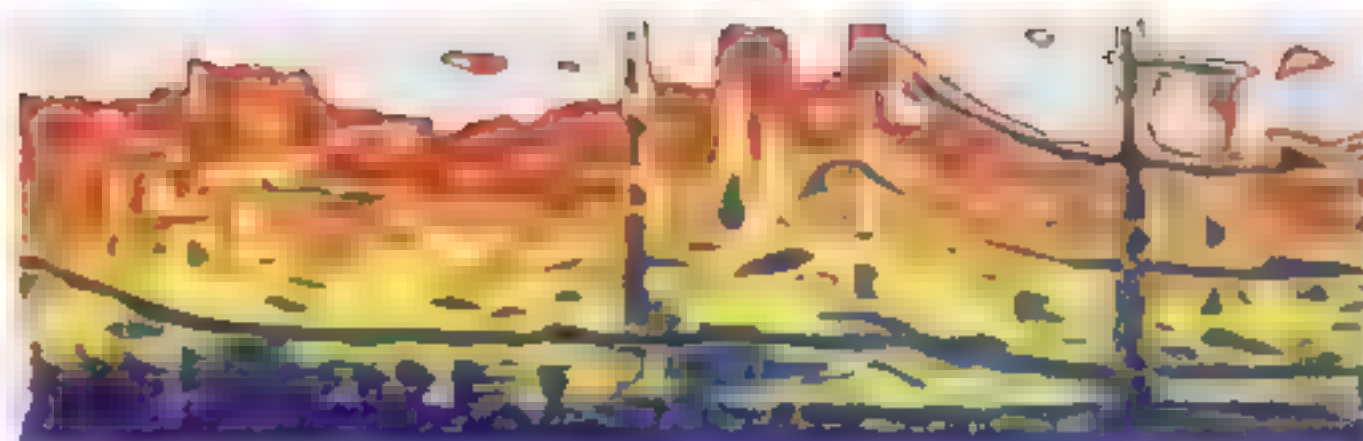


ANTISUB COMMAND POST at Norfolk, Va. is visited by Atlantic Fleet Commander Admiral Jerauld Wright (left) and his antisubmarine commander, Vice Admiral Frank Watkins (center). Charts show up-to-minute submarine sightings.

← **IN LAUNCHING TEST**, dummy of Lockheed's Polaris is fired from Pacific by submerged mechanism which will be used in missile submarines. Buoys hold nets to catch missile which will be retrieved by the crane on the barge at left.



SOUND OF SUBMARINE, picked up by underwater microphone and recorded on tape, is reproduced here in visual form. Spectrogram breaks sound up into separate frequencies, uses red to indicate faintest part and purple for the loudest.



SOUND OF WHALES, an eerie shriek, is a persistent problem for sub chasers. At certain distances and when blended with other background noises in the sea, whales often sound deceptively like submarines, even to experienced sonar men.

STRANGE SOUNDS IN A NOISY SEA, 'RATS' FOR THE ATTACK

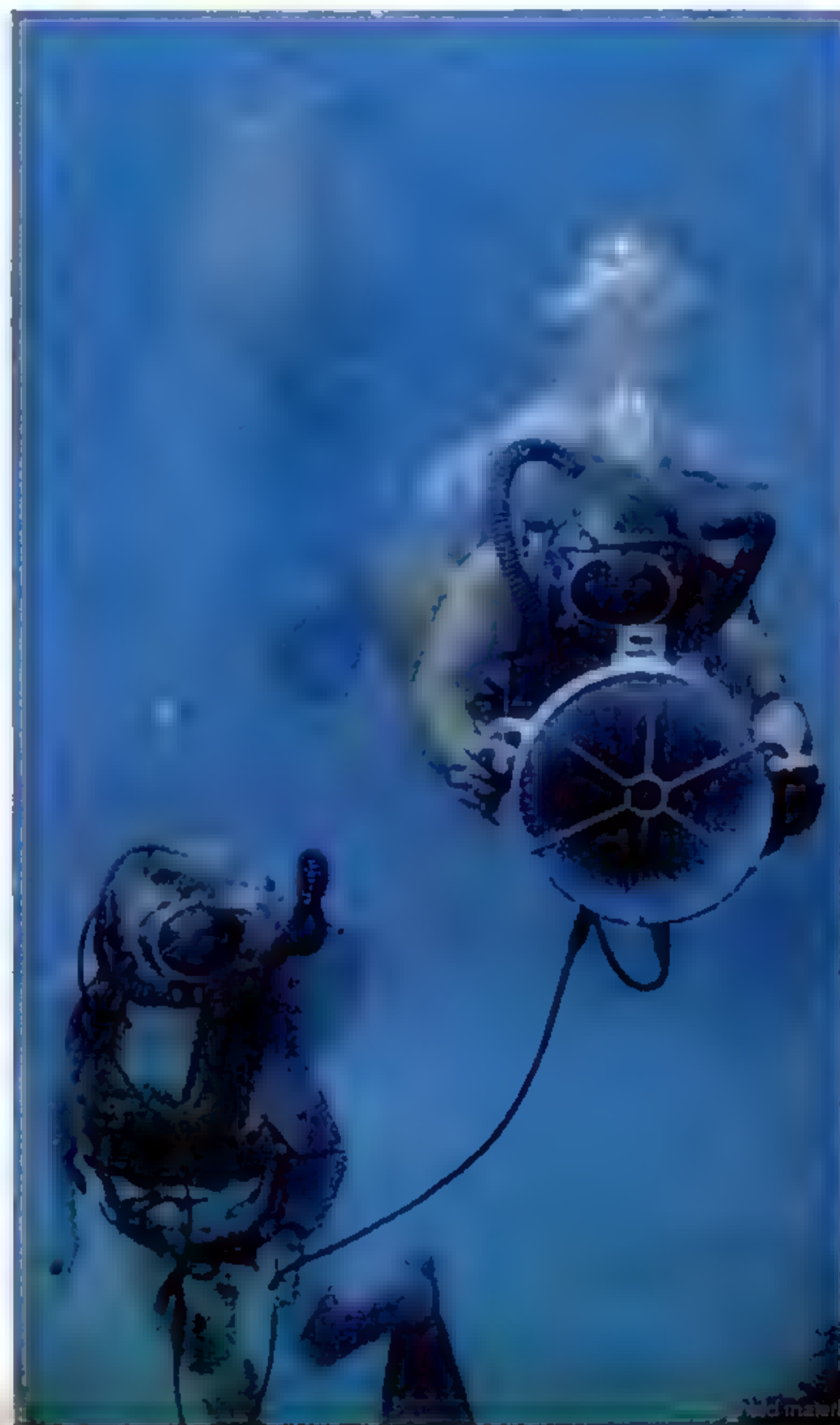
As top priority mission in the U.S. Navy, underwater warfare calls into action a host of new devices and tactics designed to destroy the enemy and defend U.S. forces against attack. Every type of plane and ship in the fleet is being equipped with special weapons for antisubmarine defense like RAT (below) and new acoustical mines which can be planted in the path of enemy subs to blow them up as they pass nearby. The program may cost the U.S. up to \$100 billion over the next 10 years.

The toughest problem of all is spotting a submarine before it can attack. A completely submerged sub cannot be seen from the air or surface and it cannot be picked up on radar, which does not operate through water. The surest way to find a sub is to listen for it with sonar, a device that can transmit sound waves through the water which bounce back again

off the sub. But sonar has drawbacks. A ship coming close to a submarine will often make so much noise in the water that its sonar gear will not hear the sub. The quieter sub, using its own sonar, will often be able to hear the ship first and sneak away. The greatest challenge, even with the best sonar equipment, is the sea itself. It is a jungle of strange noises. Whales cavorting and shrimps feeding can make fully as much noise in a sonar as a submarine going by. And in some cases they sound suspiciously like a submarine engine. The most useful weapon of all in a sonar search—one which unfortunately cannot be developed in a laboratory—is a sailor with a sensitive and expertly trained pair of ears who can recognize all the noises in the sea and tell his skipper when he is merely on the trail of a whale and when he has found the enemy.



ROCKET-THROWN TORPEDO, called the RAT, is fired from destroyer in dawn test. After soaring through air to vicinity of target sub, it falls into water, slowed by parachute, then uses its own soundng device to seek out sub and destroy it.





← **PORTABLE SONAR**, used to search for antisubmarine mines in murky water, is tested by skandiving Ensigns Trygve Bakkom (right) and Russell Gleason who wear earphones attached to receiver. Set gives pinging signal when close to mine.

ANTISUBMARINE MINE, which could blow up an enemy sub which came within its lethal range, is planted underwater through the torpedo tube of a U.S. submarine. The green color on submarine hull is caused by barnacles and algae.

CONTINUED



SUBS UNDER CONSTRUCTION, all nuclear powered and the most advanced in the U.S. fleet, near completion in midst of thick night fog at the Groton, Conn. yard of General Dynamics' Electric Boat Company. At left is *Triton*, the largest

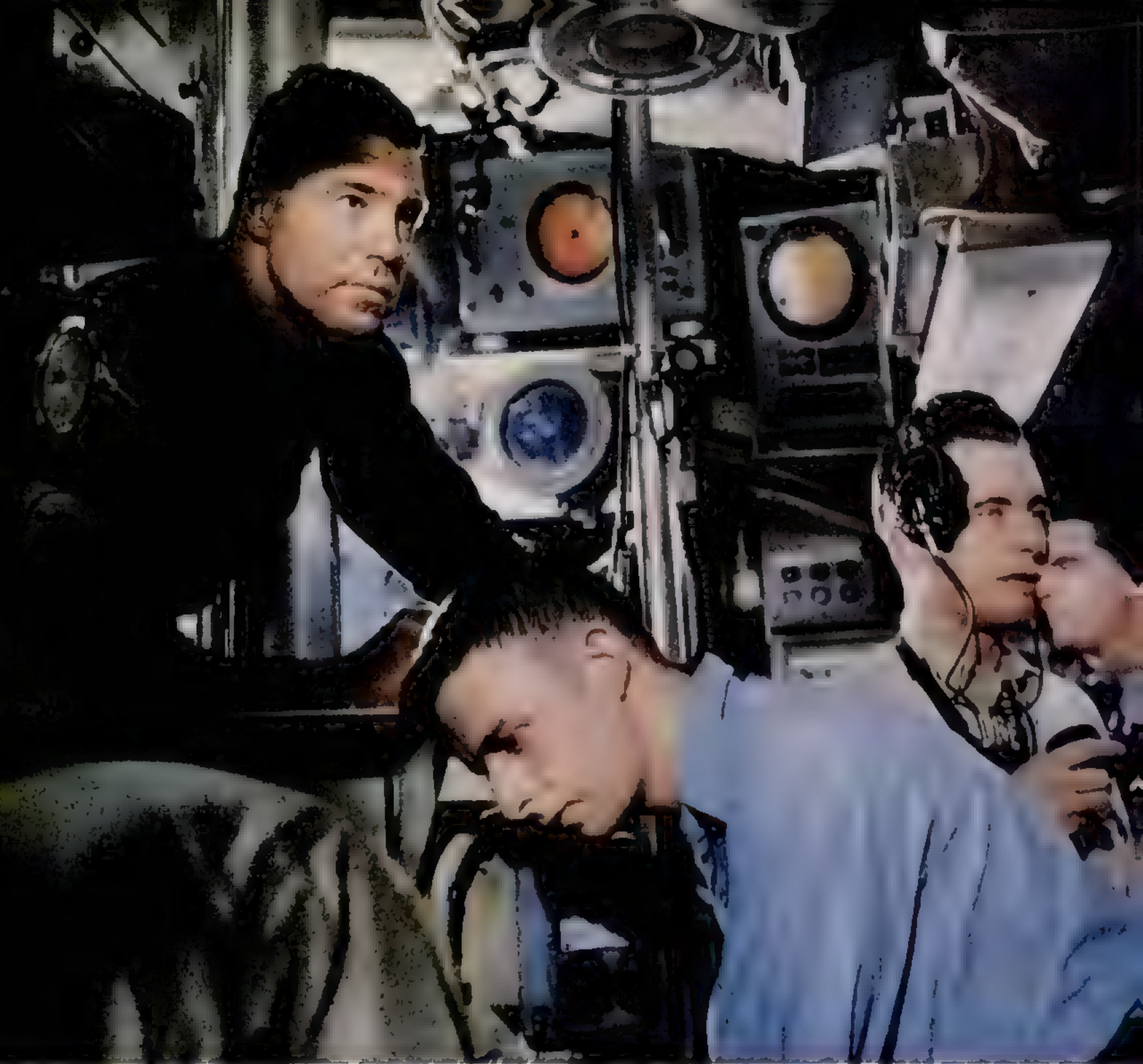
submarine (117 feet long) ever built, which will be powered by two nuclear reactors and used as a ocean patrol vessel. In center is the Navy's first FBM (fast ballistic missile) submarine, as yet unnamed. To right, a special attack submarine.



its hull to store and fire Polaris missiles. The propeller at right belongs to *Skipjack*, the first nuclear submarine to be constructed with a streamlined Albacore shape which will make it the fastest and most maneuverable U.S. killer sub. Since

this picture was taken, *Skipjack* and *Triton* have been launched and another FBM sub is under construction in *Skipjack*'s place. The Thames River in the foreground leads into the Atlantic, where the submarines get their long cruises.

CONTINUED



IN TAUT MOMENT UNDERWATER ON THE *SKATE*, SKIPPER (LEFT) AND EXEC (WEARING PHONE) WATCH SONAR AS THEY PREPARE MOCK ATTACK ON ANOTHER

IN AN ATOMIC SUB, A TENSE

Underwater warfare is a cruel test of men as well as machines. Here, in the middle of the Atlantic, 100 feet below the surface, the Navy's nuclear submarine *Skate* has been gliding quietly through the water, set on "sinking" another U.S. sub, *Ilex*. Then came the critical moment caught in the picture above: *Skate*'s sonarman reported hearing a faint sound. *Skate*'s skipper set his course, trying to sneak up on *Ilex* before it detected him. The torpedo range estimated, the skipper gave the order: "Shoot." The crew went through the motions of firing. An officer made a quick calculation. Then into his sound phone the skipper called "Bravo." If a torpedo had really been fired, it would have been a clean hit.

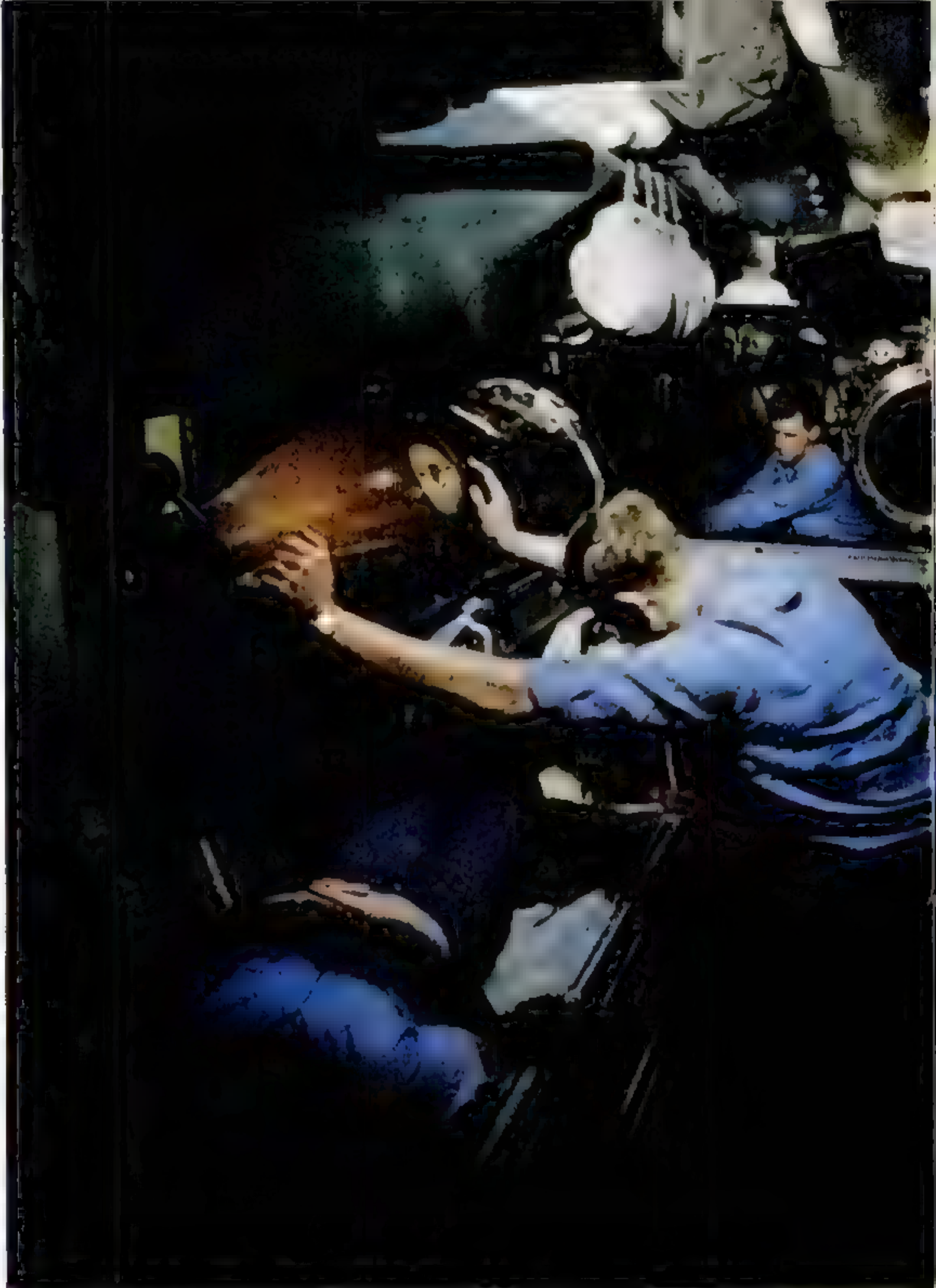
In its first two months on duty, *Skate* took on 27 "enemy" subs and

THE "SKATE," after cruising submerged across the Atlantic, puts in at a dock at Portland naval base in England under the admiring gaze of British sailors who had never seen a nuclear submarine before. But the navy does not expect one,





SUB. OTHER MEN COMPUTE TORPEDO SETTINGS



IN CROWDED TORPEDO ROOM SAILOR SLEEPS ON BUNK AS CREWMEN PLACE A TORPEDO NEAR TUBE

SEARCH AND THEN 'BRAVO'

"rank" 21 of them. It compiled an even more remarkable record by remaining submerged for 31½ days, longest yet for a sub. The pictures on these and the following pages, the first to show a nuclear sub during an extended cruise, were made by Life Photographer Hank Walker on an eight-day trip to England aboard *Skate*, submerged all the way.

Though such long periods underwater are a new experience for any navy, *Skate's* men take it in stride. They have movies, a jukebox and all the food they can eat. Except for a few men in the torpedo rooms (above), all have commodious sleeping quarters. And the air inside *Skate* is kept so fresh and pure with conditioners that when the sub surfaces after a long voyage, the men aboard her complain of the smell of the sea breezes.

AT PLOTTING BOARD, center of wheel represents underwater location of the *Skate*. Left, R. 1 and A. 1 stand class position of sub under one KATICK. Armist also serves as *Skate's* director in response for checking level of radioactivity.



CONTINUED



INSPECTING THE REACTOR which provides the nuclear power to drive *Skate*, engineering officer Lieut. William Layman peers through thick porthole. It is made of a special leaded glass to protect the submarine's crew from radiation.

SEARCHING THE SURFACE from a newly designed control center, *Skate's* skipper, Commander James Calvert, looks through his periscope which reflects around his eye the one patch of daylight to penetrate this underwater world. →





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GREAT NEW UNDERWATER NAVY EXPLOIT

THE VOYAGE OF THE 'NAUTILUS'

CREW'S STORY ON FOLLOWING PAGES



CAPTAIN'S COUNTDOWN by Commander Anderson says to the crew: "We've passed under pole."

BENEATH NORTH POLE

'Nautilus' crew tells of dangerous journey which

In preparing this article, the writer worked in collaboration with LIFE's London staff, headed by Norman Ross, which conducted a mass interview of *Nautilus* crew members after the vessel reached England. The crew's stories helped provide a unique firsthand report on the polar trip.

by PAUL O'NEIL

FEW maritime exploits in history have so startled the world as the short, secret transport voyage of the U.S. Navy's nuclear submarine *Nautilus*, and none since the age of Columbus and Vasco da Gama has opened an unbroken, safe, and tormented way across the seas. But its polar drama sprang from the ease with which it was accomplished. Unlike old-fashioned explorers, the modern sailors of the softly lighted, air-conditioned *Nautilus* were duty bound to stay safe, comfortable, even bored. By cruising under the pole with a smokebox and a Coke machine, they doubtless caused the shades of Frodo, Porgy and Andersen to flip like nightshirts in a gale, but

they also altered concepts of the Arctic which had been building up in the minds of men for centuries. One touch of old-fashioned hard ship would have ruined the whole idea.

There was none, said Commander William R. Anderson: "It was like the New Jersey Turnpike once we got started. The great surface polar crossing was essentially a triumph of machinery and of the discipline and intellect of the men who had invented it. *Nautilus* herself was the star of the show. It was her speed, endurance and marvelous, salmonlike mechanical brain rather than the efforts of her crew which really conquered the pole. But it was the intricate work of navigating her that provided the real drama of the voyage. Although the navigation system worked perfectly, there was the ever-present knowledge that something might go terribly wrong, forcing *Nautilus* to surface through a hole in the ice cap. We plotted every mile of the ice we passed, and once more, if it were necessary, we could go back to it if necessary."

The 10,000-ton, 110,000-horsepower

MEMBERS OF "NAUTILUS"—HAND-PICKED, SPECIALLY TRAINED COMPLEMENT, GATHERED IN THE CREW'S MESS DURING HISTORIC VOYAGE, GIVE ABSORBED



ON A WELL-PLANNED ADVENTURE

science and skill turned into a 'club-car' cruise

added, form one of the most wonderfully skilled and integrated teams ever assembled anywhere. They are the chosen few of a proud and demanding service, picked not only for reliability but for knowledge. Among them are experts in electronics, nuclear reactors and navigation. For *Nautilus* such a crew was essential. It takes daring to penetrate the unknown; a nuclear submarine is a complex thing and the voyage involved unique problems of command. But once under the ice, the men of *Nautilus* were simply servants of their wonderful machine.

"As far as the men were concerned," said Electrician 1/C James Sordelet, "we could have been in the China Sea or the Mediterranean. Physically it was no different from other times." "It was pretty routine," added Steward Thomas Emanuel. "You always had confidence that *Nautilus* was coming through. We never had any dangerous situation, not even minor troubles." Said Electrician 1/C Joe Degnan: "It seemed like the ship herself wanted to make the trip."

As servants of their ship, the crew members

did both themselves and their country proud. Thanks to Jules Verne, the very idea of traveling under the polar ice had long been considered as fantastic as the idea of traveling to the moon. By crossing under the top of the world, *Nautilus* stamped her name beside that of Sputnik in the minds of millions. But she ran so well—"We didn't even burn out any light bulbs," boasted Electrician 2/C Joseph R. Higgins—and the trip involved so little actual danger that most men of the crew had to force themselves to feel decently excited, even at the pole itself. "We all felt pretty good," said Engineman 1/C William Furnholm, "but in a sub you don't see anything anyway, so it didn't really feel much different." "After all," explained Electronics Technician 1/C William Hansen, "if you're sitting in an air-conditioned plane, it doesn't mean a thing to you when you cross the equator."

In Portland, England, where the submarine made her landfall after 21 days and 8,146 miles at sea, the crew was pleased to hear that the President had awarded Commander Anderson

SHIP'S POSITION	
NAUTILUS	
COMMANDER: ROBERT F. ANDERSON	
19150	3 August 1958
90° 00.0' N	Indefinite
<input checked="" type="checkbox"/> N2A	<input checked="" type="checkbox"/> N2B
Honolulu 4844	
North Pole	Zero
180 MK19	3E MK23
0°	170° E
126E	3° W
N2A BR	N2A
0 = 0	1 = 0
2 = 0	3 = 1
LT Robert F. Anderson, USN	

HISTORIC RECORD appears on navigator's report: destination is North Pole, distance to it is zero.

ATTENTION TO A LECTURE ON PROBLEMS OF SUBPOLAR EXPLORATION. MANY CREWMEN WERE VETERANS OF TWO EARLIER CRUISES UNDER THE ARCTIC ICE



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SPECIAL BANNER commemorating voyage under pole is displayed by two *Nautilus* crew members. Design was picked from 50 entries in a crew contest.

NAUTILUS CONTINUED

the Legion of Merit and that they were the recipients of the first Presidential Unit Citation ever issued in time of peace. They were flattered and stirred. But having endured no cold (the temperature was kept at 72° and sunlamps were available for those who wanted them), having missed no meals (milk, fresh vegetables and fresh meat were served throughout the voyage) and having seen nothing but the familiar interior of the submarine, they were also slightly bewildered—and honest enough to admit it.

"We didn't know we were heroes until the President told us," said Electrician 1/C Jim Irvin. Even that moment, so wondrous to men of conventional subs, when the vessel surfaced into fresh air, meant little to the men of *Nautilus*. The atmosphere they had breathed while submerged was so clean that many of them thought the cold sea breeze off Iceland smelled "queer and fishy." "Four hundred feet down at 20 knots," said Steward 1/C Walter J. Harvey, "you feel as though you're tied up in harbor. No oil, no smell, no rock and roll—just like a club car on a good train."

When they passed the pole, huge 25-year-old Engineman 2/C William J. McNally Jr. forced himself to consider the situation and rather laboriously decided that "this is not a normal place to be." But he had no time to give the matter more thought. An amateur hypnotist, magician, clown, cartoonist and all-around bundle of nerves and talent, McNally was the only man aboard colorful enough to play the role of Santa Claus in the ship's North Pole celebration. What did he do as Santa? "Well," he said, "it was hard work. I had vegetable coloring from the galley on my face and cotton from the doctor pasted on for whiskers and a pillow stuffed inside my coat, and I was wearing foul weather boots and a suit made of flag cloth. I was hot. There we were passing the pole, and I was sweating to death. As soon as I could, I told everybody I had to go back to the pole and see if the elves were working. I wanted to get that suit off."

But if the submarine's crew seemed almost shockingly carefree and the trip itself almost shockingly routine, the thought, toil and daring which made it possible were dramatic in the extreme. Men had been risking and losing their lives for centuries in an effort to know the Arctic, and without this hard-won knowledge (no small part of which *Nautilus* herself gathered on two earlier and far more trying forays under the ice) her final breakthrough would have been impossible. The voyage of *Nautilus* began long before she left Pearl Harbor last month.

In one sense it might be said to have started with Arctic exploration itself. After one Pytheas of Marseilles, a Greek navigator, ventured north as far as Iceland in 330 B.C., hundreds of men dared the polar sea, and hundreds of interesting things about it gradually became apparent.

The sort of solid icecap which covers land at the South Pole does not exist at the top of the world. Only a relatively thin scum of ice covers the polar sea, and it is seldom more than 12 feet thick. Little of the traffic jam of slowly drifting floes is navigable even for the most powerful icebreakers, but it is broken in the summer with innumerable lanes and lakes of open water called "leads" and "polynyas." Even in the winter it is seldom without temporary areas of water or very thin ice.

The sea beneath this ice is deep. It is still only scantily charted,

CONTINUED

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6. Entries are limited to residents of the continental United States (including Alaska) and Hawaii, except employees of Procter & Gamble, its advertising agencies and their families. Government regulations apply

7. Judges' decisions will be final. Except for incidental help from family or friends, entries must be wholly the work of the person in whose name the entry is submitted, and will be disqualified for professional or compensated help. The purpose of this rule is to disqualify entries prepared in whole or in part by professional or compensated contest writers, schools, or services. Only one prize will be awarded to any winner or family. Mechanically reproduced facsimiles will be disqualified. No entries returned. Entries, contents and ideas therein belong unqualifiedly to Procter & Gamble for any and all purposes. The winners or tying entrants will be notified by mail about 8 weeks after close of contest. A list of winners will be available upon request approximately 3 months after close of contest.

NAUTILUS CONTINUED

however, and even the general contours of the bottom were unknown long after the secrets of the icecap itself had been discovered. Until the invention of the Fathometer, taking soundings in the Arctic was a dangerous and inaccurate business. Soundings were rarely taken beyond the offshore shoals, but crews of ships locked in the ice did make them occasionally, and in recent years scientists manning "drift stations" on floes and polar ice islands have made many more. It has gradually become apparent that the polar sea lies in a deep basin, its floor broken only by occasional underwater hills and ledges and one long underwater mountain range, its peaks far below the surface. Where it meets the Atlantic between Greenland and Spitzbergen, the polar sea is safe and open, but in the west near Bering Strait it grows shallow. The only deep channel between this relatively shallow area and the polar sea itself is the great Barrow Sea Valley, which Anderson describes as "a four-lane highway."

Much of this information was available to anyone interested enough to seek it out, but most of the world's governments ignored it. The Russians were the exception. For decade after decade they explored and charted the fringes of the polar sea on all the long coast from Murmansk to Vladivostok. But even the Russians gave no thought to navigation beneath the pole.

After World War II several conventional U.S. Navy subs tried runs under the ice. In 1952 *Redfish* stayed under the cap for more than eight hours. During this period the idea of transpolar travel sprang, independently, into the minds of two dissimilar men: Physicist Waldo K. Lyon of the Naval Electronics Laboratory (who made the polar journey in *Nautilus*) and a World War II sub skipper named Robert D. McWethy, who now commands Submarine Division 101 at New London, Conn.

Physicist Lyon conceived the inverted Fathometer used to bounce echoes upward off the ice and thus gauge a submarine's distance below it. He helped install this equipment in the U.S. submarine *Carp* in 1948, went along for the ride under the ice, and began dreaming—and talking—of an Arctic sea crossing. Commander McWethy got the same fever the same year but from a different experience. On an Arctic weather flight he looked down at the pole from 18,000 feet and saw patches of open water amidst the ice as far as the eye could see. He took photographs as evidence and when he came back, although he is a man dedicated to submarines, he wangled a two-year stretch of duty on the Navy icebreaker *Burton Island* to learn more about the Arctic.

It was a rewarding experience. The Arctic waters east of Bering Strait along the top of Alaska were almost completely uncharted. During McWethy's two years *Burton Island* took soundings for 1,000 miles along the coast, and in many other ways laid the groundwork for the polar voyage. Physicist Lyon spent a good deal of time on the icebreaker too, and the two men met and plotted hopefully. Both were afraid that the Russians, with their knowledge of the polar sea, would come to the same conclusion and that the U.S. would give them the Arctic by default.

The perfect instrument

BACK in Washington, McWethy talked to anyone who would listen and even asked the Navy to let him try to take a conventional submarine to the North Pole. "Everyone seemed interested," he says, "but that was as far as it got." But when *Nautilus* with her complete independence of the surface was commissioned, McWethy was serving in the office of the Chief of Naval Operations, a strategically useful location. Both he and Lyon believed she was the perfect instrument for polar operations. So did her creator, Rear Admiral Hyman Rickover. Admiral Arleigh Burke agreed with them, and Commander McWethy was privileged to prepare plans which sent *Nautilus* under the ice off Greenland last summer.

That trip was, until this month, the most useful exploratory voyage in Arctic history. In more than 1,000 miles of cruising beneath the cap the nuclear sub approached within 180 miles of the pole, took innumerable bottom soundings, assembled an awesome body of data on ice contours and dramatically demonstrated her own basic ability to live for unlimited periods in the Arctic sea.

Convinced, the Navy laid plans to send both *Nautilus* and her advanced nuclear sister, *Skate*, to the pole together in the summer of 1958. But Sputnik inspired a more dramatic idea. White House Press Secretary Jim Hagerty became interested in a "super-routine" crossing of the whole polar sea by *Nautilus*—the world's most famous sub—and soon the President became an enthusiastic advocate of the scheme. In February the ship went to New London for "hush-hush, high priority, round-the-clock" overhaul and modification.

Although no one doubted that *Nautilus* could survive in the Arctic, there were a number of dangers to guard against. A disastrous fire might have broken out, the navigating equipment might have erred

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ICE FROM ABOVE was photographed by Commander Robert D. McWethy in 1948. McWethy's aerial photo showed wide openings in the polar icecap and helped demonstrate the feasibility of an undersea approach to pole.

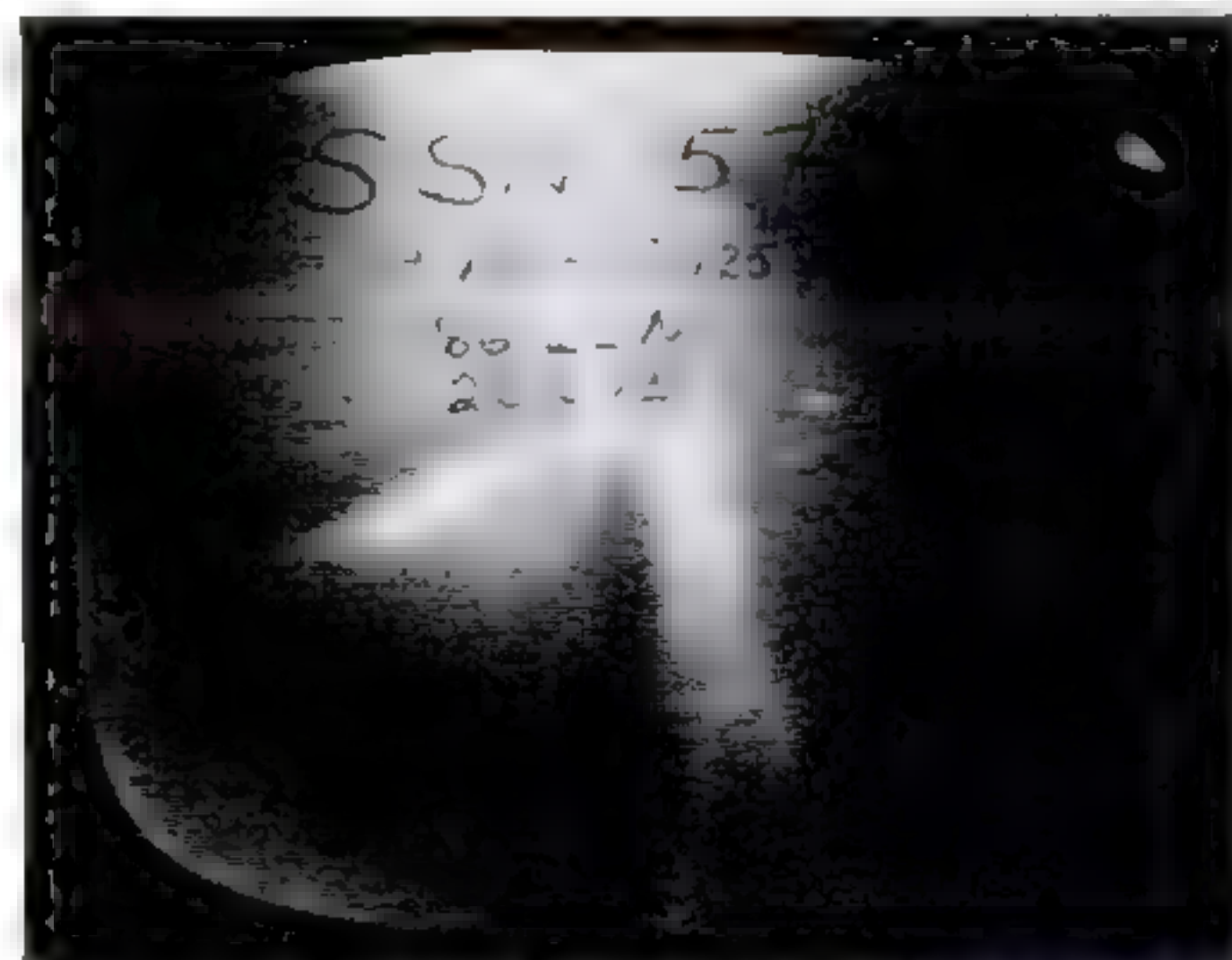
NAUTILUS CONTINUED

under the strange polar conditions, or the nuclear reactor might have failed, leaving the ship to limp along on old-fashioned storage batteries. In any of these contingencies *Nautilus* would have had to surface or turn back. But if the transpolar trip was to be a propaganda success, she had to do it neatly, safely, quickly. Every conceivable effort was made to insure her against difficulty. Outlets to the ship's main air supply were installed in all compartments, and every man was provided with individual tube lines and mouthpieces which could be plugged in in case of smoke. To guarantee precise navigation near the pole she was given an inertial guidance system built by North American Aviation Inc. for the Navaho missile.

"I was skeptical about the inertial gear at first," said Commander Anderson, "but I must say I am amazed at its accuracy." It is difficult to set a course near the pole, particularly for a vessel which is below the surface and thus cut off from radio stations, the sun and the stars. Magnetic compasses are disturbed by the immediate presence of the magnetic pole. Most gyrocompasses are also subject to aberration near the pole. The inertial guidance system solves these problems because, simply stated, it is a mechanism which keeps track of a vehicle's every movement in relation to the earth, measures the earth's rotation at any given point, remembers where it has been and can always say precisely where it is. The central gadgets in this system are two accelerometers which help navigators determine exactly how far and how fast the vehicle has traveled from a known starting point. They do so without any external references such as stars or radio beams. Hence, unlike gyrocompasses, inertial guidance systems are not confused when the missiles, planes or submarines in which they are installed speed up or slow down.

Once refurbished, *Nautilus* headed for the West Coast and glory. To mask her real purpose she maneuvered as part of the Pacific fleet.

CONTINUED



ICE FROM BELOW was seen by crew on *Nautilus* television screen. Distorted picture shows surface breaks in ice field overhead. Figures shown on TV screen gave position, course and the time—morning after polar visit.

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20,000	2.00	400.00	800.00

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SUBMARINE SCIENTIST and a chief instigator of voyage under the pole, Dr. Waldo K. Lyon (left) stands with Commander Anderson watching sonar device installed at Lyon's suggestion to measure *Nautilus*' depth below ice.

NAUTILUS CONTINUED

In June the submarine berthed at Seattle. Commander Anderson slipped into civilian clothes, went ashore, met Physicist Lyon, who had flown up surreptitiously from San Diego, and bought tickets on a commercial airline. Both men used assumed names. In Kotzebue they chartered a plane and flew out over the Bering Strait and up the Arctic coast to Point Barrow.

The most ticklish part of the trip, it was assumed, would occur early when the submarine passed through the 90-mile Bering Strait between Alaska and Siberia and across the Chukchi Sea, an arm of the Arctic sea. Here the water is shallow—150 feet and less—and if it was clogged with ice, *Nautilus* might have trouble getting through into deep water.

But as Anderson looked down from the plane, the strait was clear and the icecap was well offshore. Captain and scientist hurried back to Seattle. The *Nautilus* crew knew Lyon and associated him with the Arctic. To avoid any guesses about where they were going, the ship's officers ordered all enlisted men off the deck and smuggled Lyon aboard, unseen. They locked him in a cabin below where he remained for 12 hours, sustained only by occasional sandwiches which his conspirators slipped through to him. Then the sub slipped out of Puget Sound, her destination was announced to the crew, and Lyon was released.

For reasons best known to itself the Navy has since announced that this was simply a "probing operation." But although *Nautilus* and her crew were soon involved in a maritime melodrama beside which the final, successful trip was child's play, all hands hoped and believed that they were at last launched on the transpolar journey.

In their week of steaming to the strait great changes were occurring in the north. While there are no true icebergs in the polar ocean, enormous floes do occasionally break off from the shore of the Canadian Arctic archipelago. By the time the submarine slipped under the ice in the Chukchi Sea, a great barrier of these white giants had drifted across her course.

Nautilus had traveled 30 miles under the icecap when her sonar, which probes the water before her bows like some invisible electronic antenna, reported them. As the submarine nosed forward, it became apparent that the ice before her was thrust 80 feet below the surface. Only 80 feet of water remained beneath it, and since *Nautilus* is 50 feet from keel to periscopes, this left dangerously little clearance. She turned like a huge, dark fish and moved off to try again. For nearly five days, in which she steamed 500 miles and in which her crew remained unruffled, cheerful and efficient, she roamed among the great floes, stubbornly seeking passage. The ice was drifting inshore above her all the while, and when Anderson finally gave up, the Bering Strait itself was littered with ice. Foiled, *Nautilus* slipped out beneath it and headed for Pearl Harbor.

Weeks passed before she tried again, but though every man of her crew now knew exactly what she was about, not a whisper of her secret leaked out. Officers and men share a unique pride in themselves and their ship. In the words of Fire Control Technician Chief John Krawczyk, the crew felt that they had "the greatest skipper," a man with whom they "would go anywhere he decided to go." Commander Anderson demonstrated reciprocal confidence and affection. He took 30 of the crew with him when he was ordered to fly to Washington and

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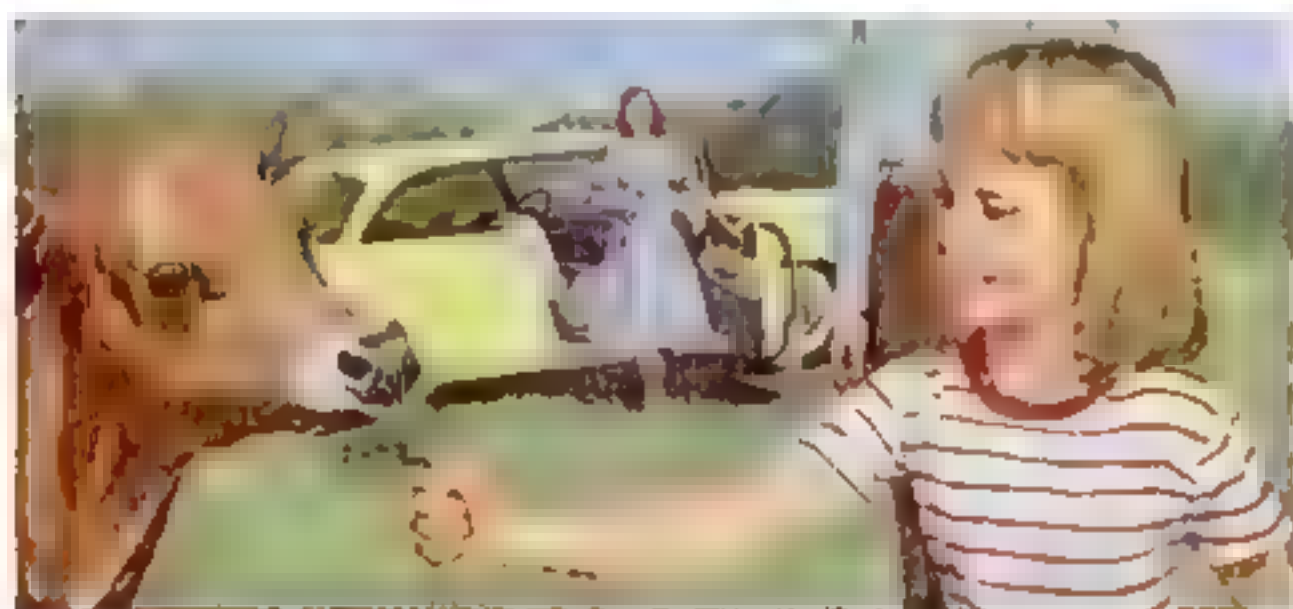
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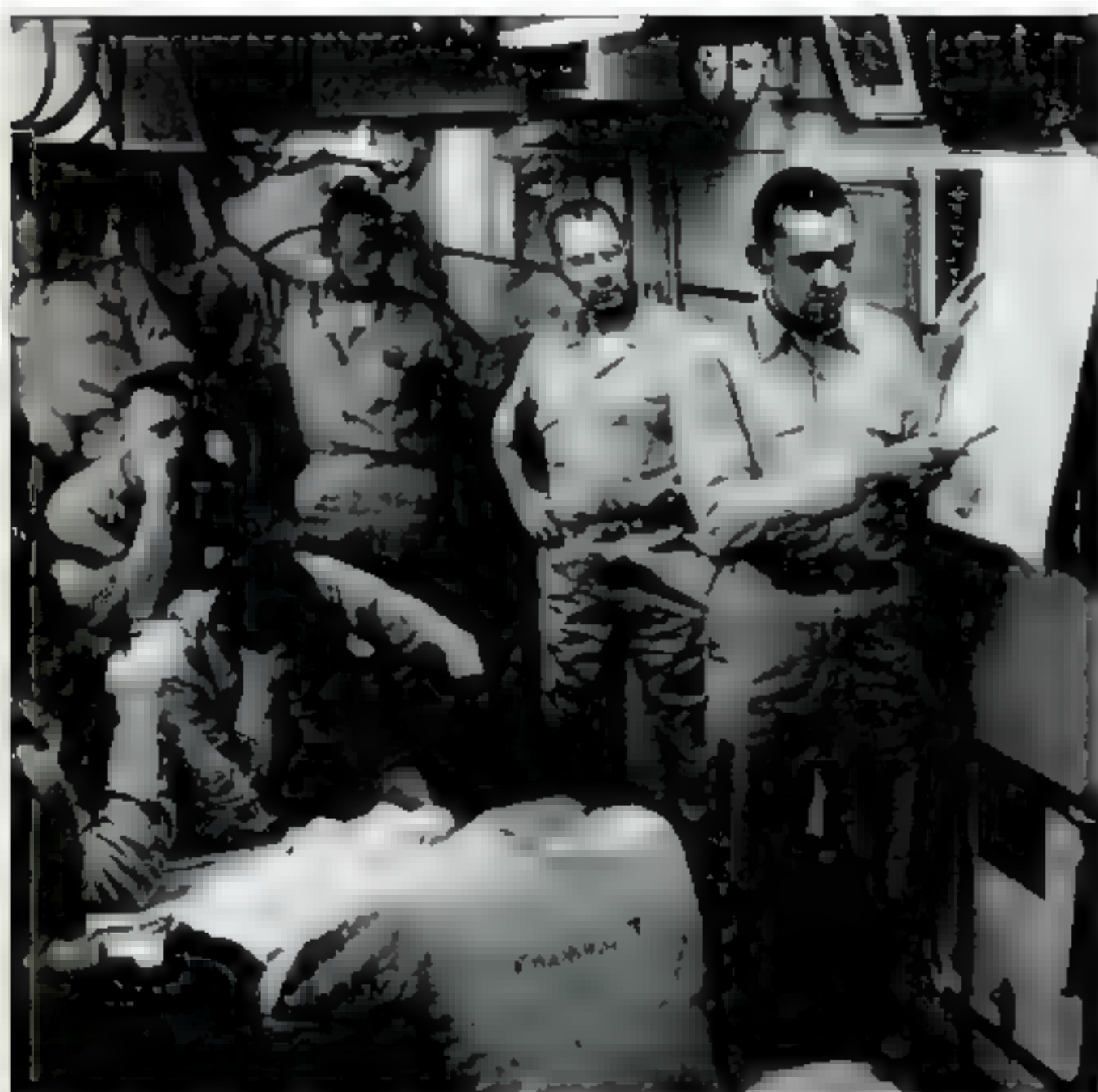


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BRIEFING CREW during trip, Lieut. Shephard Jenks, navigator of *Nautilus*, traces submarine's course. Jenks hit the North Pole right on the nose.

NAUTILUS CONTINUED

gave them 72 hours leave at their homes on the East Coast. Thirty more got similar trips and liberty at home shortly thereafter—but not a wife learned of the great polar project.

To scout the Arctic icecap more thoroughly during the Pearl Harbor layover, the navigating officer, Lieut. Shephard Jenks, went to Washington for orders which officially gave him an assumed identity and allowed him to masquerade as an official of the DEW Line supply system. He flew from Washington to Kodiak Island where naval aviators obligingly spent two weeks taking him on aerial reconnaissance expeditions over the Arctic. Meanwhile the power plant was checked "down to the last nut." On July 23, when the submarine sailed again, "there was not a soul on board," said Engineman William Furholm, "who visualized failure."

Not a soul on board had forgotten the ship's adventure in the ice during June, either. "There was a feeling of tension," said Electrician Joe Degnan, "because we all knew we had to cross bad sub water, shallow water." He prepared for it by staying asleep off watch. "It's no good going on watch half tired," he explained. "You have to watch all that machinery in case something goes wrong, and you have to concentrate—hard." Submerged, vanished from the world, and cut off from all communication and news, *Nautilus* re-entered Bering Strait, cautiously pushed up her radar antenna for a 30-second fix on Little Diomed Island, and silently went on.

This time she detoured from her direct northern course for a time and nosed down into the Barrow Sea Valley. The ice overhead stretched away for 1,800 miles, and the sea bottom ahead of her was all but uncharted for 800 miles of that distance. Only once, however, did she encounter the unexpected. During the second day under the ice the sonar picked up great, steep underwater cliffs lying directly across their path. "You can't ever be sure," says Navigator Jenks, "when a rise like that will level off." In the ship's attack center, eyes glued on the Fathometer, Commander Anderson began calling for reductions in speed. The sub slowed to 15 knots, then to 10. Anderson ordered a "decrease in depth of 200 feet." But after 15 minutes it became apparent that the ridge below them had leveled off, and the ship's turbines resumed their 20-knot rhythm.

To the senses of the crew after that, she hung motionless in time and space. Above the ice there was endless sunlight, and a television screen endlessly reflected the ice overhead—"like beautiful moving clouds." *Nautilus* imparted a sense of movement to her crew only when she jettisoned her garbage, a process which necessitated cutting her speed and bringing her nearer to the surface to decrease pressure against the hull. In the interests of maintaining perfect balance, this debris was carefully weighed each time before being discarded and the ship's tanks flooded slightly to compensate for the loss. Then the big submarine swam back down to 400 feet again to glide level, controlled like an airplane by an autopilot.

CONTINUED



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VISIT FROM SANTA, acted by Ensignman 2/C William J. McNally Jr., enlivened sub's North Pole party. He was met by Commander Anderson (center)

NAUTILUS CONTINUED

Day and night became indistinguishable to the crew, and they could seldom remember on awakening what meal they were about to eat. "When I woke up," says Electronics Technician William Hansen, "I always listened for the sound of crockery in the crew's mess. If I heard it, I knew it was daytime." The ship's curious, muted cacophony never ceased. *Nautilus*' telephones do not ring but "yip" like small, startled dogs. The multiple sonars chirped and chuckled when they detected undersea life—even minute organisms like shrimp. The inverted Fathometer uttered a liquid "Br-r-e-e-p" when there was open water overhead and said "Blip" when it found ice. The jukebox played 24 hours a day (five plays for a nickel) with *Patricia* the most popular record and Nat King Cole's *Looking Back* next.

Inevitably the monotony had its effects. "We had these records of jungle sounds on the jukebox," says small, round-faced Lieut. Steve White. "Birds and things. It went on so long I could hardly eat. Jungle sounds. It drove me nuts." But each man carefully guarded his temper. And the crew, with an instinctive disciplinary sense of its own, did not hesitate to "ride" anyone who disturbed the unwritten rules of the ship's society. Schoolboy humor helped dispel boredom: no man was sure that he would not find salt in his breakfast coffee, and on one delightful occasion the ship's doctor, Commander Richard F. Dobbins, climbed wearily into a bunk which contained a water-filled balloon.

As *Nautilus* neared the pole, an odd sense of prison crept over the crew. Part of it, in the opinion of Dr. Dobbins, was "channel fever," an old British navy term which the men of *Nautilus* still use to describe the delights of being homeward bound. They had been away from their base at New London for almost three months and were about to start the "downhill" run which would take them back. The poorest of jokes suddenly produced laughter. All hands were proud of themselves for being where they were and told each other so.

Only among the men involved in navigation did tension begin to build. "North Pole Day" was their day of test. Two hours before they were due at the top of the world, civilian technician Thomas E. Curtis noted that the ship—in the opinion of the inertial guidance system—was three degrees off course to the east. This meant, in effect, that the navigational instruments were quarreling: the inertial gear was complaining that the Mark 19 gyro, which controlled the autopilot, was gradually developing error. It was up to Navigating Officer Jenks to mediate this dispute. He ordered an immediate correction of one degree, then checked and rechecked all compasses. In the end he ruled for the plaintiff and altered course two more degrees. Two hours later he was able to report confidently to the captain: "The pole lies 1,000 yards dead ahead."

Elsewhere on the ship Executive Officer Frank M. Adams noted, "People were beginning to smile." As the great moment approached, men off watch began thronging into the attack center where Commander Anderson waited, microphone in hand, to call out the news over the ship's loudspeaker system. During the last minute and a half he made a countdown concluding: "... three ... two ... one ...

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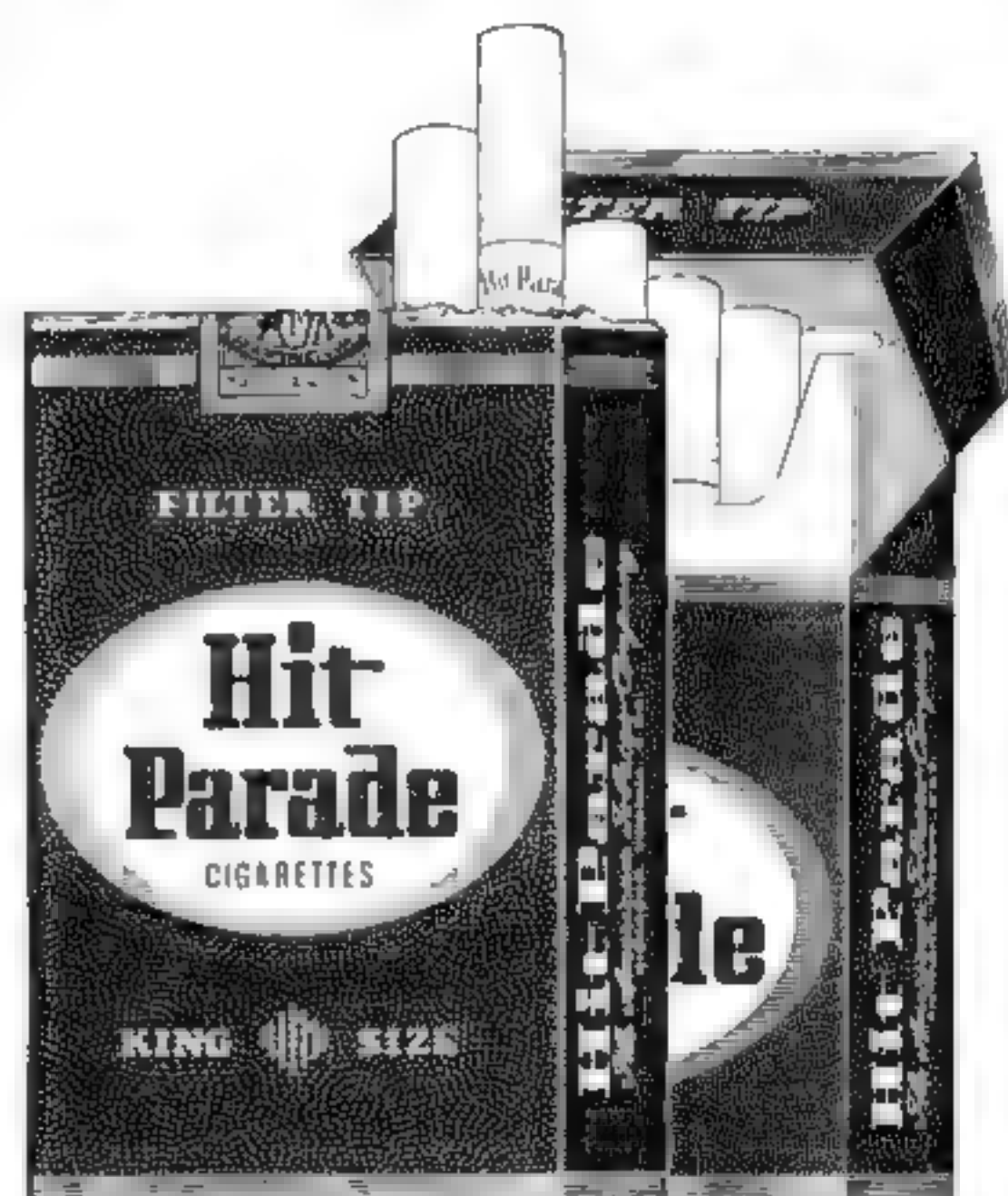
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NAUTILUS CONTINUED

mark!" Then he said, "Sunday, 3 August 1958. 2315 Eastern Daylight Saving Time. For the U.S., and the U.S. Navy: the North Pole." He had asked for a moment of silent prayer and a hush fell over the ship. "I'm no poet," said Engineman 2/C David Long afterward, "but that, sir, was impressive. No yacketying—all you could hear was the humming of the machinery. Boy, it sounded sweet."

Not everyone off watch joined the group in the attack center. Torpedoman 3/C William Patrick O'Neill went to his bunk, the most forward inhabited portion of the ship, and stretched out. "It wasn't as if we were passing anything," he said later in triumph. "You couldn't grab a brass ring. But I had the laugh on all of them—my toes were the first bit of the *Nautilus* crew over the pole." The little ceremony in the attack center did not last long. The captain read letters he had written to President and Mrs. Eisenhower. He announced that Electrician James Sordelet had decided to re-enlist in the Navy at the pole, and after Sordelet stepped forward and was sworn in amid cries of "Sucker!" from his mates, the skipper shook his hand.

Some men in the crew suggested that the submarine turn a few circles so that all could say they had been 10 times around the world in an hour. The ship did not. The men drifted back to their bunks, to the jukebox and to the textbooks a good many studied off watch in preparation for advancement in their highly technical calling. Gradually the conversation switched to London, the Brussels World's Fair—and home.

The North Pole is not in the middle of the Arctic sea, and on reaching it *Nautilus* had completed more than half her polar crossing. Five days later, after having surfaced near Iceland to send Commander Anderson off in a helicopter, she made port in England and the crew suddenly discovered that they were heroes to a man. In filling this role, they impressed—in fact, amazed—a good many Englishmen for what can only be described as their deportment. They were, it was understood, picked men from a service made up of volunteers, but did this mean they would not whistle at girls? It did. When three heavily made up and blowsy showgirls entered a party given in their honor in London's West End, not a man of the crew gave them more than a casual glance—and not a man asked one to dance until, after a half hour, it seemed impolite not to do so.

"One would think Washington had built them to specification," said a London observer who interviewed them in wholesale lots. "They seem to be a group of men less likely than any other group in the world to get on each other's nerves, panic in fear, crack under pressure or let each other down. They are all smoothly sanded round pegs in round holes, and there's not a jagged edge in the pack. There does not seem to be one who cannot be identified as an honest, open, clean-cut, All-American, small-town boy that could be found in a Norman Rockwell painting. The only thing they seem to lack is imagination. I suppose they are not only submarine types but the space-man types of the future. Someday Hollywood will do this exploit and put in all the standard shipboard types. It won't be authentic. This kind of crew doesn't come in colorful packages."

Perhaps color was the expendable trait. The crew's sterner virtues may one day be needed in the Arctic. By their super-routine journey under the pole the men of *Nautilus* may have opened an arena for hideous battle. If a Russian war ever develops, U.S. submarines will not be able to carry missiles under the polar ice without opposition, and the blithe exploit of *Nautilus* may have presaged a day of silent, unseen and sharklike struggles beneath the bleak and endless flocs.



NAUTILUS' DESCENDANT, *Triton*, newest atomic sub, was launched Aug. 19 at Groton, Conn. *Triton*, 447 feet long, is world's largest submarine.

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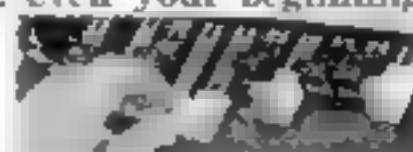
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I was painting my hands



MODUGNO BELTS HIGH NOTE, THEN ROCKS HEAD (BELOW) AS HE WARMS THAT HE IS SO HAPPY THAT HE FEELS HE IS PAINTING HIS HANDS AND FACE IN BLUE



and my face in blue?

TURN THE PAGE

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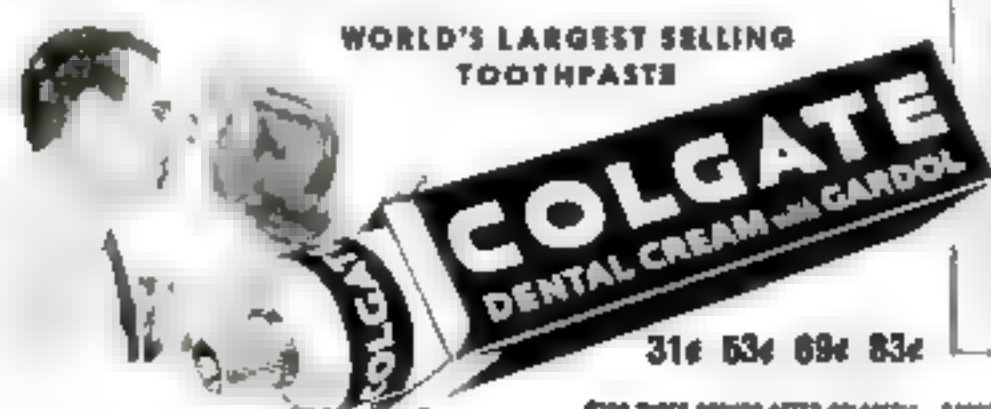
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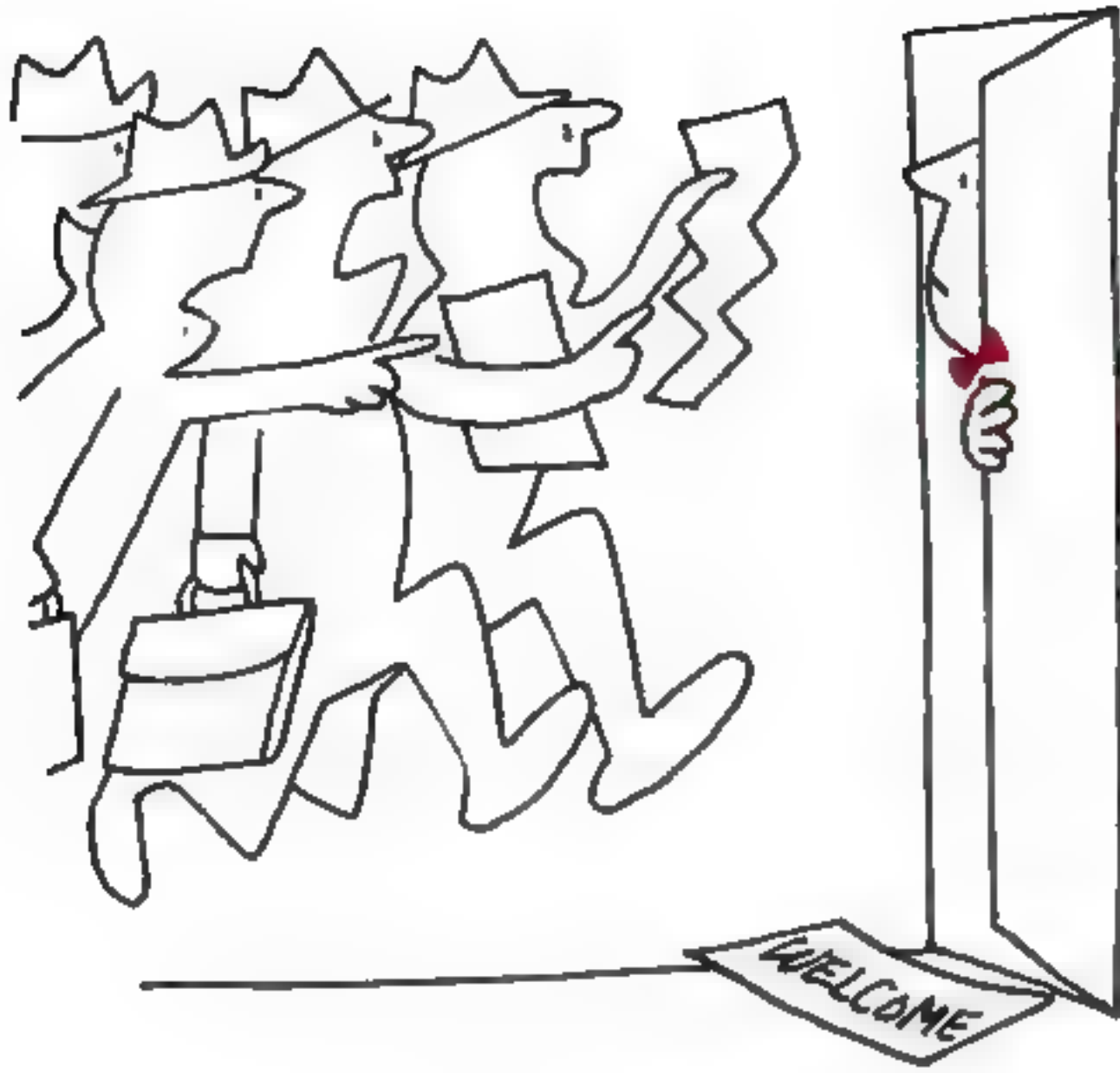
ARRIVING IN THE U.S. from Italy, Composer Modugno holds out his arms like wings at New York airport and bellows the title of his famous song.

FAST FLIGHT TO FAME

Although hardly anyone knows or seems to care what the song is about, *Volare* (Vo-lah'reh), which in Italian means "to fly," has soared to the top of the best-seller list. The first and best of 13 different U.S. records of *Volare*, all issued this summer, is sung by its composer, Domenico Modugno. He won a song contest with it a year ago in Italy, where it soon became as popular as antipasto. His own recording, sung in Italian and released in the U.S. by Decca, has sold 1.5 million copies. This month Modugno flew to America to appear on TV and sing at a Washington, D.C. nightclub for a week at \$5,000. When his wife in Rome had a baby a month earlier than expected, Modugno packed up to fly home. The nightclub owner threatened to sue his Italian songbird. So Domenico—who sings "*Volare, oh, oh*,"—could fly, no, no.

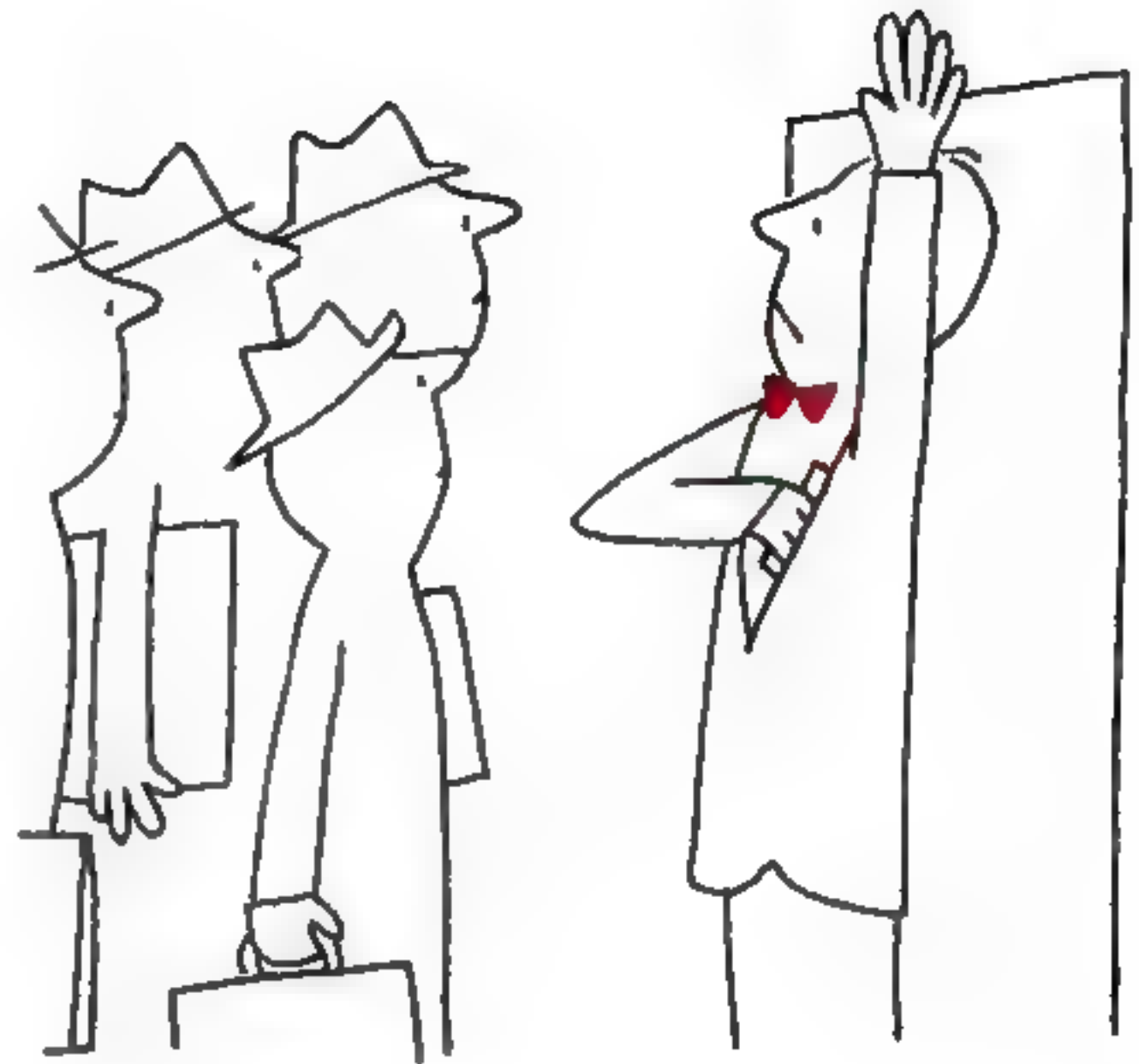


LEAPING WITH GUITAR, Modugno takes off on a high note. Born in Sicily 30 years ago, he has published 50 songs, cannot read or write music.



1.

When Bill Brownell moved into town he thought it was a raid—
Insurance men came charging in just like the light brigade.
"Brownell, you need insurance for your home and on your life;
And, if you're in an accident, what happens to your wife?"



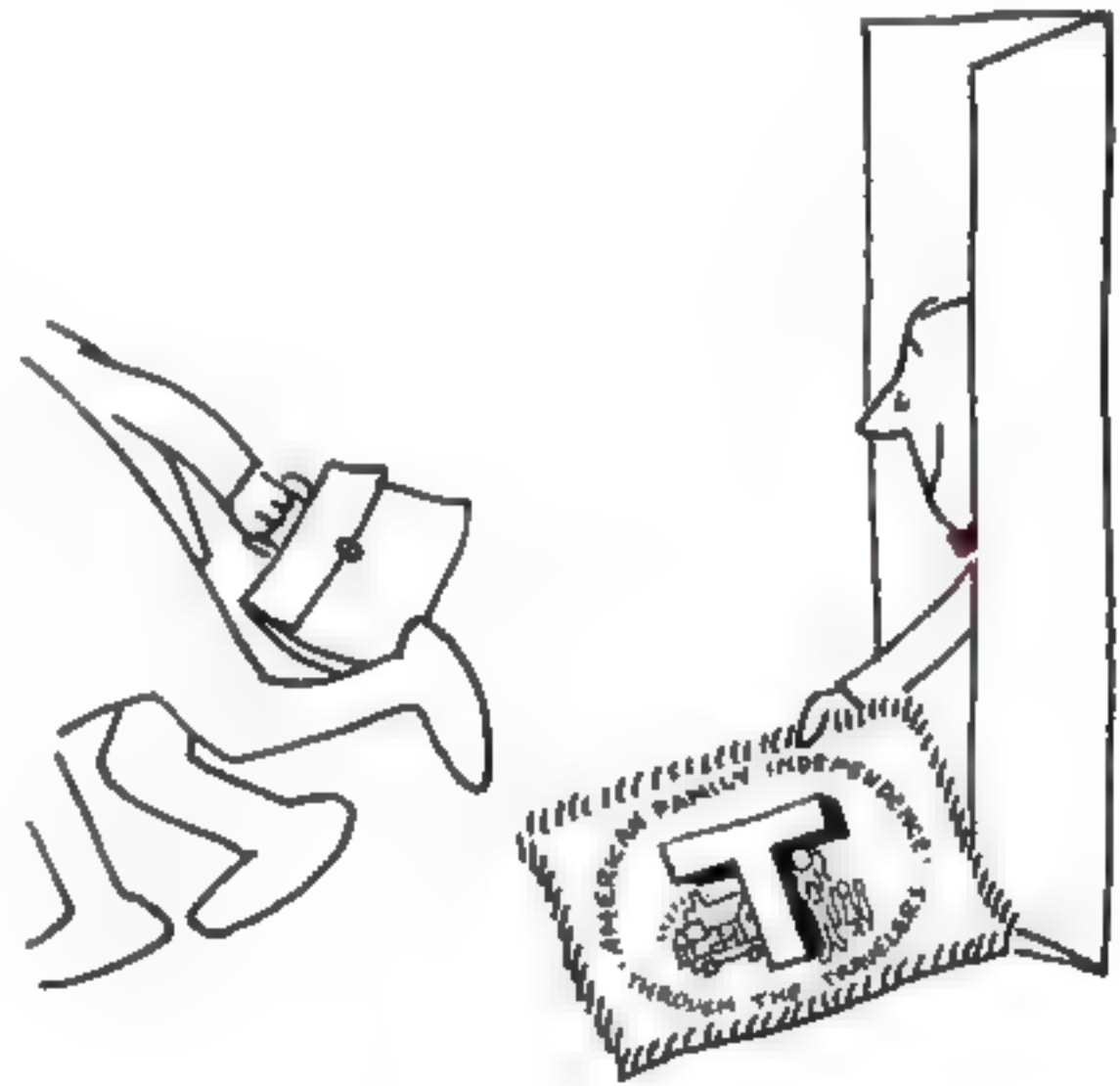
2.

Another said, "You have two kids that you must educate."
A third held forth on liability. But all too late.
For Bill replied he dealt with just *one* trusty Travelers man,
And all he loved was guarded by his balanced Travelers plan.



3.

"This monthly-payment package plan to which I now subscribe
Insures my home and car and health and all the Brownell tribe.
No overlapping policies—no gaps in my protection,
If any mishap does befall, one call will bring correction.



4.

"A carefree life for me and mine—the thought is so enthralling.
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THE PARIS DEMISE

With the new Paris collections the short and not altogether happy life of the shapeless sack came to an end—but its memory lingers on. In the major collections only the ghost of the chemise remained. Though skirts were still loose,

there was now a definite waistline, moved high under the bust in Empire style. Hemlines were also raised and this, along with brief bodices, produced the sexiest Paris look in years (*left*).

A graph of the varying hemline heights is



SCANTY LOOK is achieved in this Laroche cocktail dress with a ruffled bare bodice and a short skirt.



DIOR DRESS AND STOLE

Brown and black wool daytime dress and stole with batwing sleeves is typical of covered-up Dior look. It is worn mid-calf length, 15 inches from the floor.

CARDIN SUIT

Red wool suit with belt worn slightly above the natural waistline has wide boat-shaped neckline. Like most of Cardin's clothes, it is 19 inches from floor.

OF THE NO-SHAPE CHEMISE

given by the picture below. The only designer to lower the skirt length was Yves St. Laurent, 22-year-old successor to Dior (LIFE, March 3), who dropped his five inches. And where other designers' clothes looked young and scanty, St.

Laurent's were often sedate and bundled up.

There was general agreement on details. Collars were bigger than ever. Dior's sometimes almost completely covered the wearer's face; Cardin's (*extreme right, below*) even kept her

from moving her arms. Wigs often turned up in place of hats. But Paris' high-waisted, short-skirted innovations had been anticipated by American designers, and were already turning up in fall fashions all over the U.S. (*next page*).



LANVIN COCKTAIL DRESS

Dress in beige taffeta, with sash high under the bust. One of the shortest dresses in Paris, 20 inches from floor. Split skirt makes it look even shorter.

LAROCHE DRESS AND JACKET

Dress and jacket of green wool have modified Empire waistlines. Skirt barely covers the kneecap. Like many Laroches, it has easy fitting top.

DIOR EVENING DRESS

Ankle-length dress of black beaded tulle has extreme Empire look. Model carries a velvet mask which was shown with many of Dior's evening clothes.

CARDIN EVENING COAT

Evening coat of shocking pink satin in flower pattern has huge peffy collar with sash attached that ties in front and virtually immobilizes both arms.

HIGH-STYLE SWEEP OVER THE U.S.



SMART WEAR



NEW DRESSES GO DOWN NEW YORK'S SEVENTH AVE. FOR SHIPPING. ONE DESTINATION: BEEVILLE (OPPOSITE)

From Roseburg to Beeville, the local girls wear
latest fall clothes bought at home-town stores

Photographed for LIFE by HOWELL CONANT

Nothing, not even a new pop singer, catches on faster across the U.S. than a new fashion—and LIFE illustrates this with the portfolio of new fall clothes on the following pages. The fashions were photographed in smaller cities across the country, where they were worn by local girls who could buy them at local stores (*left*). The \$30 Dior copy above that was trundled recently along New York's Seventh Avenue is now selling off the racks of hundreds of U.S. stores from a big city Bonwits to Main Street Bon Tons—and can be

seen on the streets of Beeville, Texas (*opposite*).

The speedy distribution of low-priced, high-style clothes is a special boon in a year when changes come hard and fast. The dresses that are shown here are not in the least outmoded by the latest Paris switch (*preceding pages*). There are no sacks among them, although some trapeze influence is still around. The American girls were pleased with the season's high-rising waistlines, shaggy fabrics, bright colors, and the short skirts that show off their universally good-looking legs.

← STORES FROM NORTH DAKOTA (TOP) TO GEORGIA (BOTTOM) SELL CLOTHES SHOWN HERE



MAIN STREET, BEEVILLE, TEXAS

Stopping traffic in the middle of North Washington Street, the main street of Beeville (pop. 12,000), 21-year-old Cynthia Davis wears a Dior trapeze dress and jacket copied in red flannel by Jerry Gillett (\$30). In a typically young American

way she is in one color from head to foot: Breton hat (John Frederics, \$15) "suitcase" bag (Van S. \$13) and Capezio pumps. Cindy's husband is an ensign stationed at a Navy air base outside Beeville, which is 100 years old this year.

CONTINUED





KANAB, UTAH

← Sharon Hamblin, 20, a descendant of Utah's Mormon settlers, stands at a buckboard outside Kanab (pop. 3,000). She wears a print evening dress (Kay Selig, \$45) with fitted front and balloon back skirt. Sharon is a clerk at a local hotel, wants to be an actress.

OSAGE, IOWA

On her father's 240-acre farm near Osage (pop. 3,500), Liz Skuster, 20, perches in a red satin Dior evening dress (copied by Suzy Perette, \$25) with a matching pillbox on the back of her head. A senior at University of Iowa, Liz helps on the farm during vacations.





ROSEBURG OREGON

Giant fir trees near Roseburg (pop. 12,600) dwarf Jean Davis, who wears blouson dress (Jonathan Logan, \$18). She also wears a Garbo ocelot hat (Dachette, \$16). Mrs. Davis, married to a circuit court judge, has a son, 9.

LEXINGTON PARK MARYLAND

Pat Raley stands in the cemetery of historic Trinity Church in Lexington Park (pop. 10,000) near the site of the first colonial landing in Maryland. Her high-waisted orange-plaid shirt dress is made by Jonathan Logan (\$25).

DALTON GEORGIA

Kay Patterson, 18, clad in a high-waisted blouse over trapeze skirt (Modern Jr., \$30), is surrounded by roadside stands that sell rugs made in Dalton (pop. 19,200). She will be a freshman at the University of Georgia this fall.



POTTSVILLE PENNSYLVANIA

Standing near an abandoned anthracite mine in Pottsville (pop. 26,000), 16-year-old Marty Moyer, a high school senior, shows off a high-waisted purple fleece coat (P.R.L., \$90), which she wears with a purple fez.



CONTINUED



MINOT, NORTH DAKOTA

Astride a freight car in vail of the Great Northern Railroad at Minot (pop.: 11,000), Helen Harrington, 19, sports an easy-fitting (size 10) under-jacket with a fox-skin (Nelly de Grel, \$37 and \$27). Helen, who is studying to be a teacher, was married last month.

EL DORADO, ARKANSAS

A full-length (or boy-suit) (Mr. Gee, \$15) is worn with black fox accessories over a pasty-pink dress and jacket (Sportsworld, \$24). By 16-year-old Roberta Montgomery. She stands beside a Confederate memorial in front of the courthouse in El Dorado (pop. 26,000).





MOUNT BATTE, CAMDEN, MAINE

With Petoscut Bay beneath her, Ellen Cooper, 18, sits on top of Mount Batte wearing a blanket plaid high-waisted dress (Sportsworld, \$8.00) and matching stole (\$8.00) in fuzzy mohair. Boldly colored, it is bulky in appearance but lightweight.

With it she combines opaque red tights, red flats and a fuzzy duster (John Frederick, \$11). Ellen worked in Camden (pop. 4,000) as a waitress this summer, and will begin her freshman year in college at Mount Ida Seminary this fall.

Y. Frank Freeman

—or how to drill an oil well in the heart of Hollywood

"Not many of us ever have the opportunity to see an oil well drilled in our own back yard.

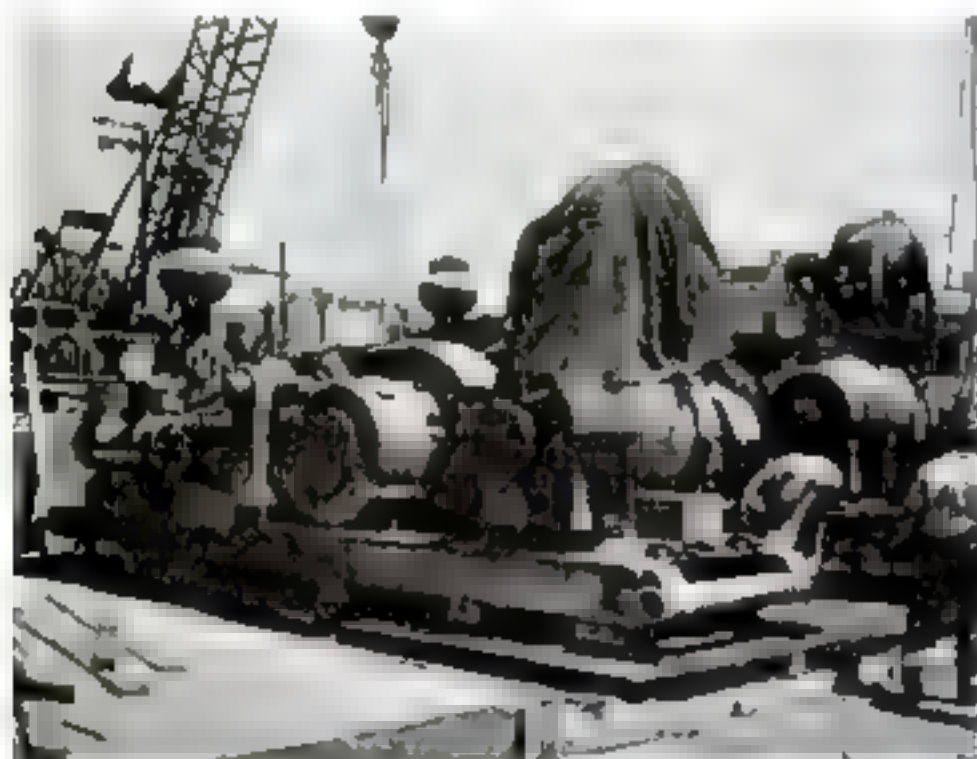
"When Union Oil geologists recently found encouraging prospects of oil on the Paramount Pictures lot here in Hollywood, I got a chance to observe first-hand what happens.

"Now, drilling an oil well can be pretty noisy.

"But to keep from disturbing the community or interfering with Paramount's routine, Union Oil trained a crew to work as quietly as if a baby were sleeping close by.

"Electric motors were purchased for the job, in place of the big-throated diesels.

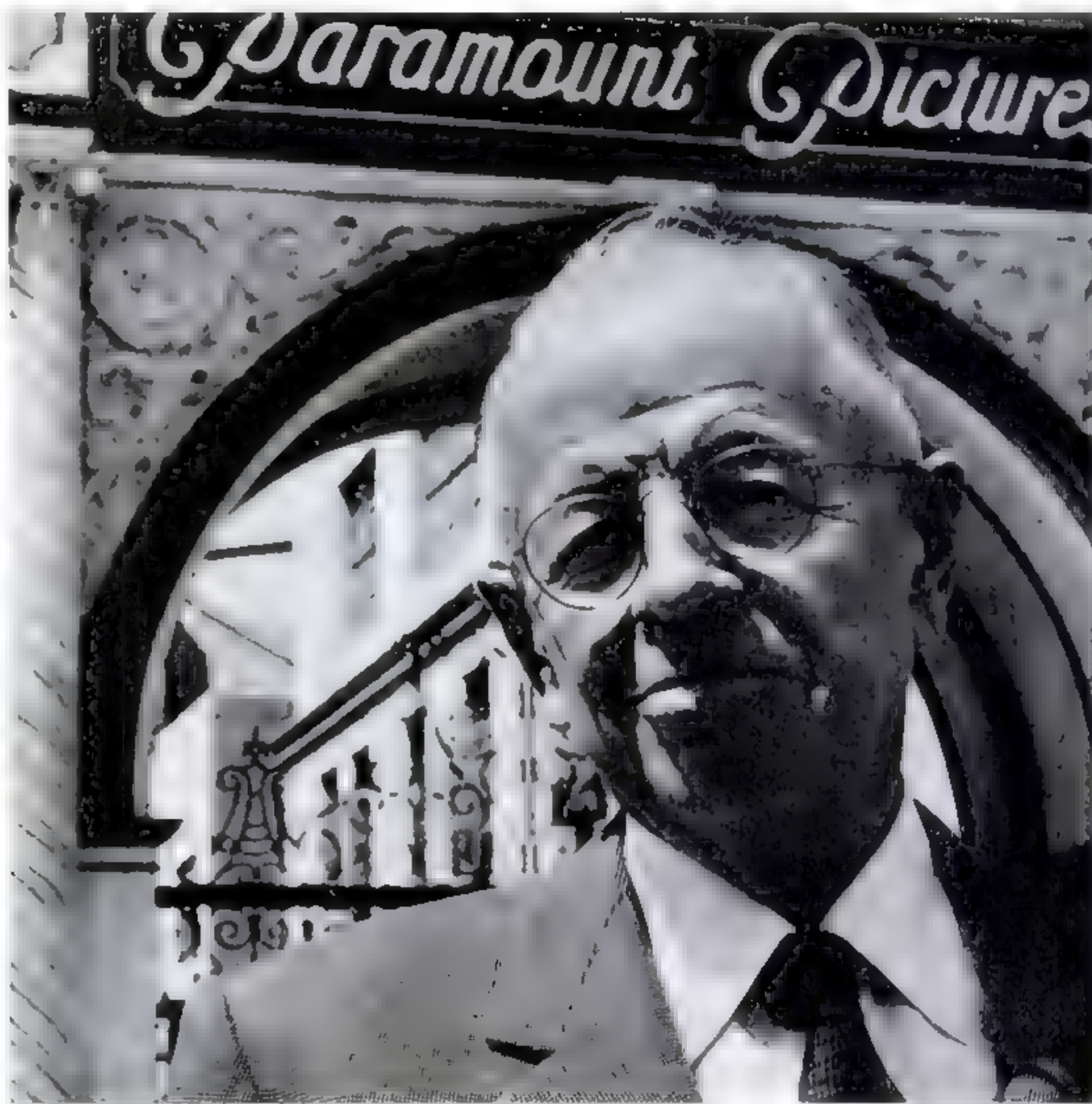
"Giant machinery rested not on the ground, but on springs. Rubber pads prevented steel



rods from knocking together. Deep layers of decomposed granite were laid beneath heavy machinery to reduce vibration.

"Anything capable of making a distracting noise had a sound-proof house built around it. The oil rig itself was wrapped in a triple-layer kimono of fiberglass and plastic—and camouflaged.

"As if this weren't enough, Union Oil rented an apartment overlooking the site and furnished it with sound-measuring instruments. All un-



Y. FRANK FREEMAN: "OUR PEOPLE WERE NEVER BOTHERED BY THE DRILLING IN THEIR OWN BACK YARD."

usual noises were compared with a noise-history made of the area before drilling began. Any new noise originating from the operation was promptly hushed.

"The result? Residents living within earshot of the drilling slept undisturbed.

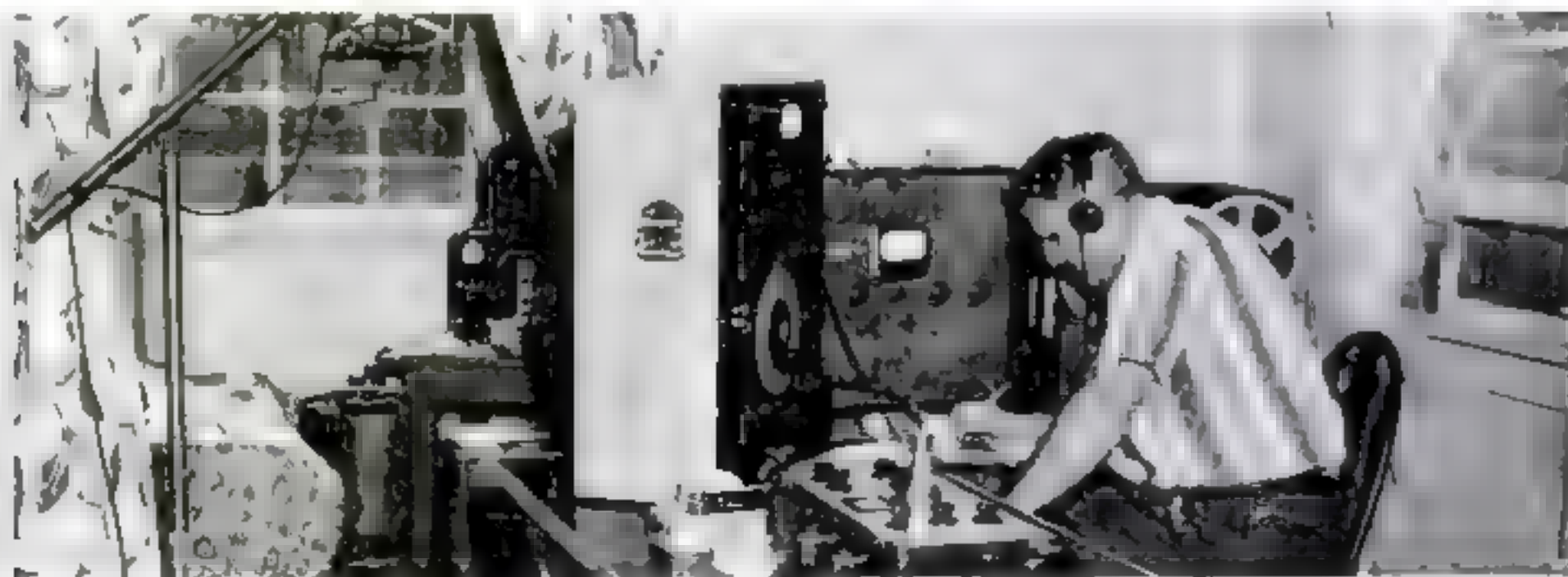
"And our people working on Paramount's sound stages were never bothered by the well being drilled in their back yard!"

* * *

Mr. Freeman is Vice President of Paramount Pictures Studios. We appreciate his comments, because we believe that a company that does a good business in a community also has the responsibility to be a good neighbor.

As it turned out—after all our trouble and expense—the Paramount well resulted in a dry hole. But this is the normal hazard of a business in which only 1 wildcat well in 9 produces oil.

YOUR COMMENTS INVITED. Write: Chairman of the Board, Union Oil Co., Union Oil Center, Los Angeles 17, Calif



Union Oil Company OF CALIFORNIA

76

MANUFACTURERS OF ROYAL TRITON, THE AMAZING PURPLE MOTOR OIL

ART

New Gams for a Goddess

Some two thousand years ago the marble Venus shown here was a vision of feminine perfection, complete with arms, legs and classic profile. But when found in Italy in the 1700s her nose was smashed, her arms were lost and, of her legs, only a lovely foot remained.

In 1952 New York's Metropolitan Museum acquired the Venus. Though beguiled by her beautiful torso, the museum officials were bothered by her fragmentary appearance. "What can we do with the foot?" asked one curator. "We can't put it in a corner somewhere, or in front of her as if she'd stepped out of her shoes." After five years of brooding, the museum decided to unite torso with foot and base. Luckily they had the Medici Venus in Florence to use as model for the legs, for both the Met and Medici Venuses are copies of a lost statue by a follower of Praxiteles. From a Medici cast, the Metropolitan has now made plaster legs and attached them to the statue, giving the goddess new standing among the Venuses of the world.



DURING RESTORATION, the thighs of the Venus are joined to the foot and base by steel bars.

AFTER RESTORATION Venus stands serenely → on new legs which are toned to blend with marble.





BENNY'S RANGE IS WIDE: In New York rehearsal hall, his hand polishes new arrangement for overseas tour. At left, Benny thrills audience of thousands in Stockholm.



RELAXED TEMPO AT HOME: Benny lays aside clarinet for fly rod and a try at the trout in his own backyard stream. The lawn is also handy for practicing golf shots when schedule permits.

It says something to all of us...

MUSIC'S MY BUSINESS. Naturally, I put most of my time into it. But I'm interested in everything that goes on, because you have to be in this day and age. That's why **LIFE** is so important to me.

The variety of articles in **LIFE** is terrific. Certain ones stick vividly in my memory. The one on Stravinsky... the series on religion—great.

Then they do all those wonderful things on art. (I'm something of an art amateur myself) **LIFE**'s pictures always do right by the originals.

If it's science, there too I find what I want in **LIFE**. "The World We Live In" series—later on they made it a book—and the education articles **LIFE** ran recently are unforgettable.

I'd miss **LIFE** if I didn't see it—it's just as simple as that.

LIFE shows me everything I want to

know about. It's been keeping me up to date on the whole world ever since it was first published.

But fortunately, I've always been able to see it, even on my trips abroad. When I went to the Far East a few years ago, I discovered that one of the best ways to keep up with things was to read **LIFE**.

So on my recent trip to Europe—to play with my band in Stockholm, Berlin, at the Brussels World's Fair and other places—I picked up **LIFE** to catch a true picture of what is going on.

My wife and daughters—Rachel, 15, and Benjie, 12—find **LIFE** speaks a language they can understand. It's a family magazine that says something to all of us in our home in Connecticut. And in my case, all over the world, too.

I take **LIFE** as I find it—and I find that it's good.

Benny Goodman

LIFE 9 Rockefeller Plaza, New York 20, N. Y.

EVEN THOUGH SURROUNDED by eager crowds when on tour, the long hours can be lonely, once Goodman is home, he and his family are never far apart. Here, taking a breather after a romp with the family dog, Benny rests with his wife, daughter Benjie and her young friend.



A NOTABLE RESTORATION



TEN FRAGMENTS, acquired by the Metropolitan in 1925, were all that remained of a 2,000-year-old statue copied from work by the Greek Polykleitos.



UNITING FRAGMENTS, brass bars were used to join the head to arms and lower limbs. Brass bars were placed inside a hollow plaster cast of torso.



RECONSTRUCTED STATUE, representing athlete tying band around head, has a plaster body cast from a duplicate statue found on island of Delos.

here...there...almost everywhere*

the friendly "Pepper-Upper"



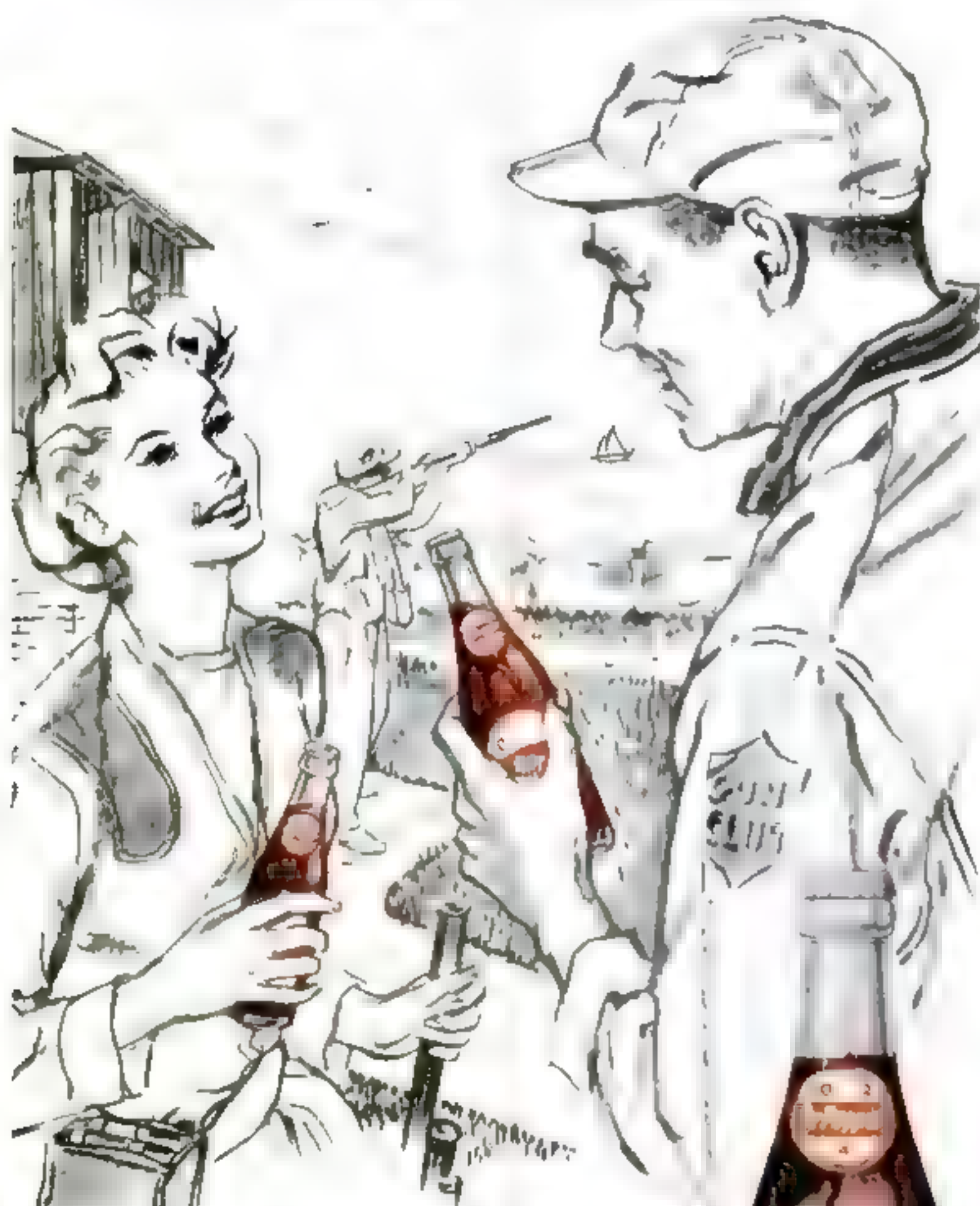
Sure as shootin', you'll like Dr Pepper!

It's America's *distinctive* soft drink—and its

unique flavor-blend has such a *refreshing* way about it!

Try it—frosty-cold! And see how

the friendly "Pepper-Upper" never lets you down!



* LATEST STOP - CHICAGO!

Dr Pepper's a welcome new visitor to so many of the nicest places these days. We're heading your way, too!

Dr Pepper

frosty, man, frosty!



Why?



QUESTION: Why do you see this label and hear this name more often every day, everywhere you go?



At school—sturdy chairs like these that take the daily wear and tear.



In transit—bus and subway seats that are molded for peace and riding comfort.



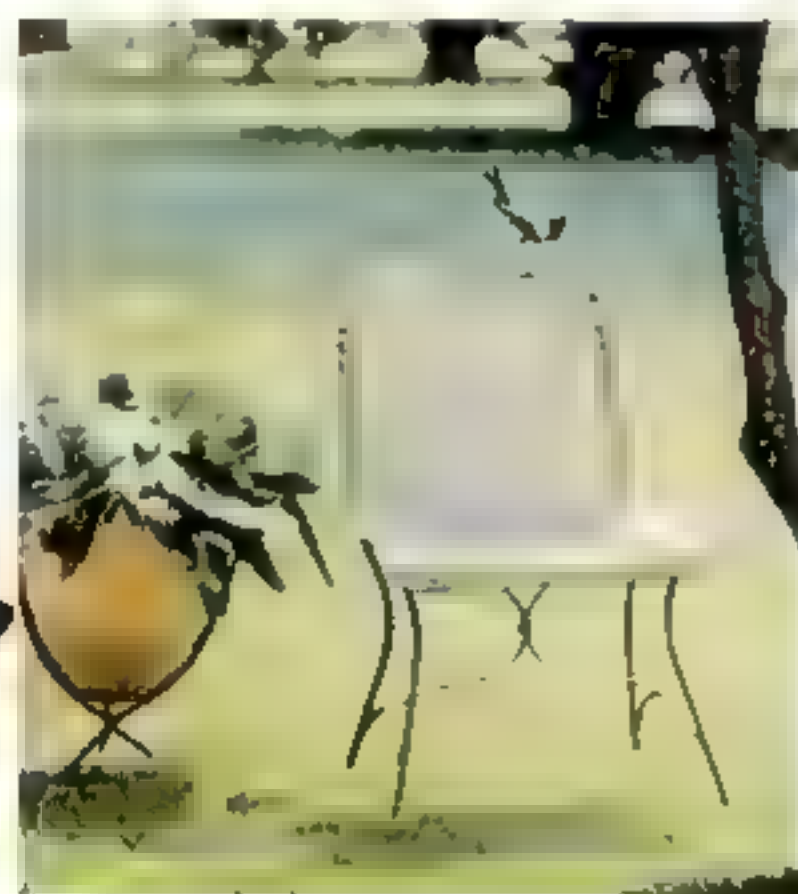
A lightweight folding chair that's easy to carry and store.



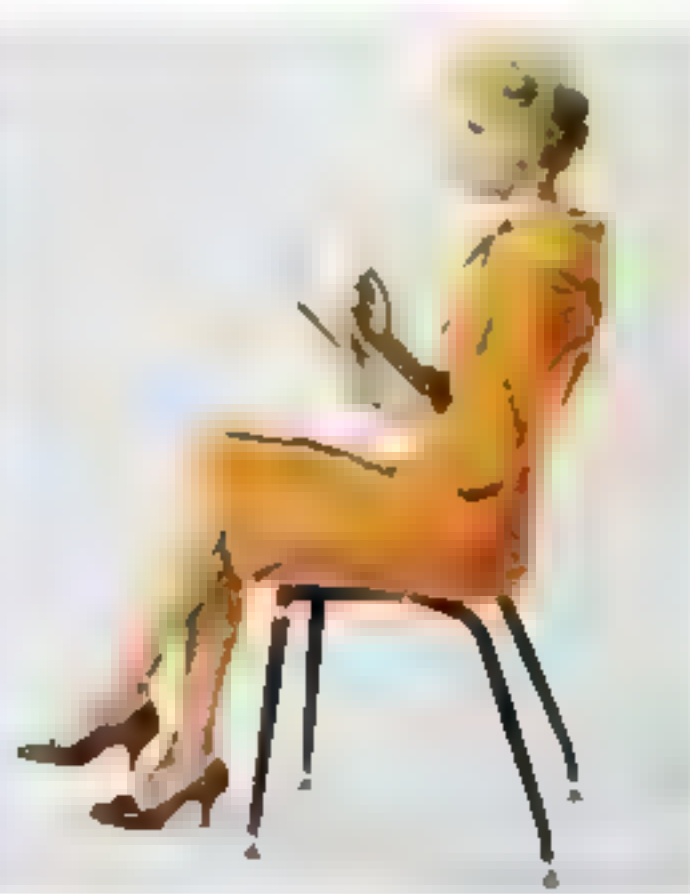
Out dining—furniture that is easy to care and requires little care or upkeep.



Indoor—striking modern designs with new and unusual shapes, colors and finishes.



Outdoors—new furniture and planters that stay bright and beautiful, rain or shine.



At work—cheerful office furniture designed for pleasing looks and working comfort.



At leisure—wherever lovely shapes, lively colors and lasting good looks are "musts."

ANSWER:

Chairs like these tell part of the story of the growing usefulness of Fiberglas® reinforced plastics. They are strong, lightweight and lastingly beautiful. Because these sturdy plastics can be produced in any color or finish and molded into many forms, they are being used to make more and more products in your life. Fiberglas reinforced plastics will serve you long and handsomely, and stay like new with little or no care.

TO DESIGNERS: Find out how today's products can acquire new beauty of color, shape and finish, and yet can be produced faster, easier, at lower cost—with Fiberglas reinforced plastics. Write Owens-Corning Fiberglas Corporation, Dept. 10S-1, 598 Madison Avenue, New York 22, New York.



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MOST REFRESHING
CIGARETTE



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Enjoy the most refreshing experience in smoking. Smoke KOOL . . . with mild, mild menthol . . . for a cleaner, fresher taste all through the day!





THE TWO MARYS, hostess Biddle and guest-of-honor Roebling, poise knife over one-candle cake.

Birthday For a Lady Banker

In the words of one of a small army of society reporters who covered the \$8,000 affair, "the only picturesque relic they left out of Mary Roebling's birthday party was the Brooklyn Bridge her late husband's grandfather built."

Mrs. Roebling, one of America's most successful businesswomen, is chairman and president of the Trenton (N.J.) Trust Company. She had just turned 52 and her friend Mrs. Mary Flagg Biddle got the idea of throwing an "evening by the sea" costume party for her in Atlantic City "just to liven up a dull summer." About 250 guests, 63 of them flying in by chartered planes, turned up in various stages of Gay Nineties dress and undress. They found the Sheraton Ritz-Carlton lounges transformed into a miniature honky-tonk with wax museum, salt-water taffy stall and hall of mirrors. There was also a hot dog stand for those who couldn't, for one reason or another, eat the pheasant, lobster, shrimp and biscuit Tortoni.

FAMOUS MORGAN TWINS Mrs. Gloria Vanderbilt and Thelma, Lady Furness, pose for tintype.



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A Bissell Carpet Sweeper tidies any room fast and easy—even a room lived in by children, a husband, or other pets. Nothing to drag, lug, or plug in. Your Bissell is always ready to sweep. Be modern, do your daily pick-up in two minutes with a Bissell.

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for that 2-Minute Pick-up

The Bissell Carpet Sweeper Company, Grand Rapids 2, Michigan

BANKER'S BIRTHDAY CONTINUED



ON REAL BOARDWALK outside hotel costumed guests are party rolling in traditional Atlantic City wheelchairs. From left, they are Barbara Bedford, Rene Varlay, Fernanda (Wanamaker) and Donald Leases, Nancy and Thacher Longstreth, who flew over from Philadelphia in a private plane with the Leases, Duke Arturo Pini di San Miniato, a New York decorator, Princess Anna Maria del Drago, Eric Javits, Arthur Marx.



NAVAL SOLDIER, Brig. General John A. Heintges of Fort Dix, dances in blond curls and sailor suit with wife of Brig. General George Cassady.

ON MOCK BOARDWALK Paul Keenan Jr. admires wife Betty's Nineties outfit. Most guests brought own costumes, but hotel provided 2



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BAYER is what millions take, because—

BAYER Brings Fastest Relief

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*"I use it for
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HEADACHE!**"*



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**ARTHRITIC
PAINS!** They are
temporarily relieved
in a hurry!"*

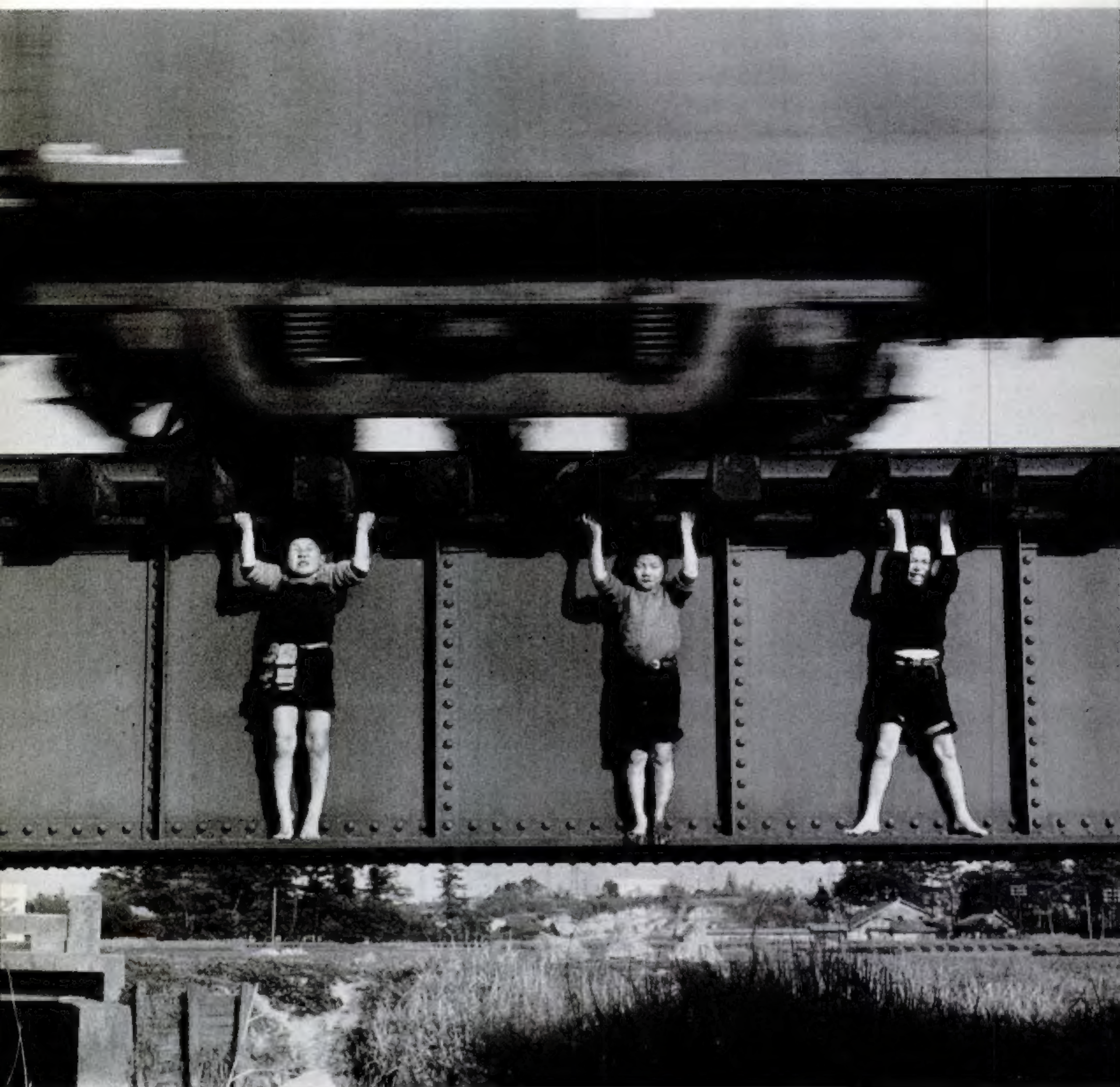


Men who KNOW medicine say: "Take Aspirin!".... Doctors and public health officials are men who *know* medicine—men who *know* what's best for pain relief. And for headache, backache, muscular pains and fever from a cold, these men who *know* medicine say the thing to take is *aspirin*. And the *best* aspirin the world has ever known is *Bayer Aspirin*!

Here's why BAYER makes you feel better fast!.... Unlike pain-relieving tablets which delay relief because they enter your stomach *whole*, a Bayer tablet disintegrates into soft, tiny flakes *on its way* to your stomach. Therefore, it's ready to go to work *instantly*—without delay—to bring the fastest, most gentle to the stomach relief you can get!



FEEL BETTER FAST—with BAYER® ASPIRIN



BIG JAPANESE RAILROAD HOLDUP

From the way they are grimacing the three little boys shown here might be straining to hold up a railroad train. But they are part of a complicated plot to gain glory for an amateur Tokyo photographer named Takeo Ishibashi. Ishibashi wanted to win a photo contest held by a Japanese magazine. He got his son Katsumi, 10 (*above, left*), and two friends to stand on a railroad bridge at Moriyama until a train came along. Then he shot the picture as the wheels passed only a

foot above the fingers of the badly frightened boys. When the picture was published, it caused an uproar. The father of one of the boys protested to the local parent-teacher association and the school principal called Ishibashi on the carpet. The railroad beefed up its security patrols. The district prosecutor talked of charging Ishibashi with a violation of the Railway Management Law. But all of this unpleasantness only dimmed Ishibashi's pleasure. His picture won first prize.



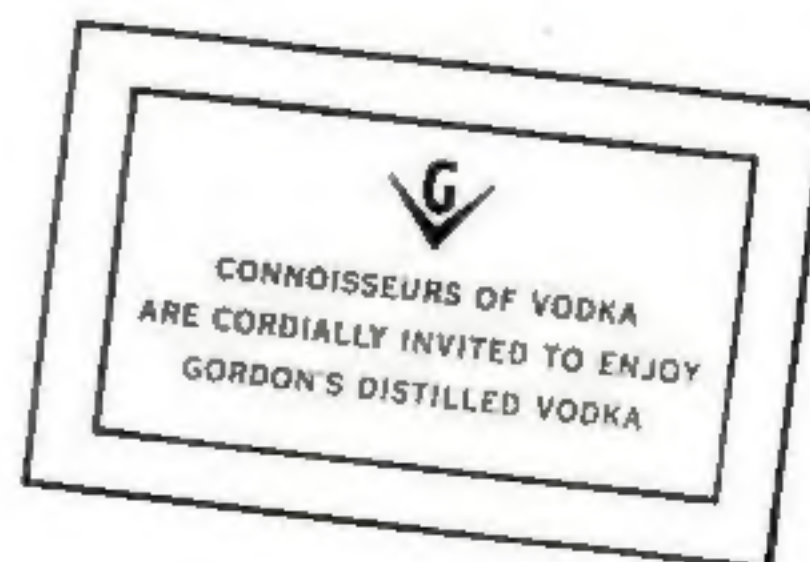
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From The Gordon's Gallery of Old English Prints

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